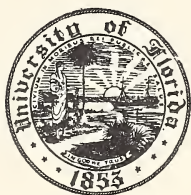




UNIVERSITY
OF FLORIDA
LIBRARIES



12
Eng Parish

March 29, 1957

REMAINS

Historical and Literary

CONNECTED WITH THE PALATINE COUNTIES OF

Lancaster and Chester



VOLUME VI—THIRD SERIES

MANCHESTER:

Printed for the Chetham Society

1954

CUSTOMS LETTER-BOOKS
OF THE
PORT OF LIVERPOOL
1711-1813

EDITED, WITH AN INTRODUCTION BY

RUPERT C. JARVIS

F.S.A., F.R.HIST.S.

MANCHESTER
PRINTED FOR THE CHETHAM SOCIETY

1954

The Council of the Chetham Society acknowledges with
gratitude generous donations made by Martins Bank
Limited and Williams Deacon's Bank Limited towards the
cost of producing this volume.

PREFACE

THE Customs records preserved at Liverpool consisted mainly of (a) the letter-books dating from 1711, to and from the Board of Commissioners in London, and (b) the ships' registry, being a record of the property in Liverpool ships from the year 1739. The ships' registry is still in being, but the letter-books fell a casualty in the war. Thus, the situation now is somewhat similar to that in Bristol, whose history in the eighteenth century is in interesting comparison with Liverpool—the development of the plantation trade in rivalry to London, the rise of the tobacco trade, the influence of American Independence, the slave trade, and so forth. The various records locally preserved at Bristol were unfortunately lost when the Custom House there was burned in the Reform Bill riots of 1831. The in-letter and out-letter books at the other end—those of the Board of Commissioners in London—also have been lost, namely in the burning of the London Custom House in 1814. Thus there has been a loss at both ends.

In the case of Liverpool, however, we have been less unfortunate than at Bristol, for the Commissioners of H.M. Customs & Excise had already had select representative passages calendared or transcribed, and it is from these calendars and transcripts that the present volume has been prepared. The Society is therefore very grateful to Their Honours for permission and facilities to make use of this material; but neither the Board nor the Society, of course, is in any way responsible for interpretation or comment.

Apart from Mr. Rideout's little book on *The Custom House, Liverpool*, some references by the late Arthur Wardle, and some papers of my own of somewhat restricted interest, surprisingly little use has been made of this source, notwithstanding its wealth and variety. It must be confessed, however, that the value of the material as it is now put into print is lessened somewhat in its objective value, by the fact that it comes to us already in the form of a selection, and shows, presumably, some of the bias necessarily attendant upon any mere selection. On the other hand, it might be thought that its value is in a sense increased by the fact that the originals are no longer in existence. With this loss at both ends, the correspondence cannot now be reconstructed in any substantially greater detail than in the form here printed. There are not in my custody any further Liverpool transcripts or calendars in respect of this period.

RUPERT C. JARVIS.



Digitized by the Internet Archive
in 2017 with funding from
University of Florida, George A. Smathers Libraries

<https://archive.org/details/customsletterboo00manc>

CONTENTS

	PAGE
INTRODUCTION	ix
THE LETTERS	I
GLOSSARY	169
TABLE OF STATUTES	173
INDEX	177

INTRODUCTION

THE origin of the port of Liverpool is now generally seen in the charter of 1207—that is, if we follow Baines and reject Henry II's "charter" of 1173 as "a mere modern forgery".¹ In 1207 John granted the place "all the liberties of free customs which any free borough on the sea has in our land"; but the occasion was a military one rather than a civil—the preparations for the projected invasion of Ireland. The clear intention of the crown was to erect a port-town into a borough as a base for the conquest of Ireland.

Notwithstanding that Troughton may give us the very text of Henry II's "charter" of 1173, and that the privileges of 1207 were more certainly extended by Henry III's charter of 1229, yet it does remain a fact that the place failed to find mention either on the civil side, in the pipe-roll summary-account of John's Winchester assize of Customs for 1203-5,² or on the military side in the preparations for the attack on Welsh shipping in 1212, when a fleet of twenty galleys was despatched, not from the Mersey, but from the Dee.³ There are grounds for supposing that Chester, at least, had its own scheme of local (or only semi-national) customs before the conquest,⁴ and some such scheme may quite possibly have applied on the Mersey as well as on the Dee.

Without entering into the finer distinctions between early local and semi-national customs, it could be said without undue simplification that the customary dues in the so-called royal ports and demesnes accrued to the crown, but in the franchises to the magnates; by the time of the *nova custuma* in 1275⁵ it was recognized that these duties were in the nature of a commutation of these dues. Thus, when consent to this commutation was given by the *communis de Marchaunz*, the latter were in effect foregoing their tenurial right, and were permitting the *custumae* to be collected by the royal officers within their own franchises. Thus the control of all the ports came with time into the hands of the crown, although the strength of palatinate sentiment, for example, is illustrated by the fact that even as late as 1382 Chester could claim that it was not liable to national customs, "granted by *other countries*"⁶—that is to say by an English parliament not attended by any knights of their shire.

¹ E. Baines, *History of the County Palatine and Duchy of Lancaster* (1870), II, 294.

² Pipe roll, 50, mem. 16b.

³ *Rotuli litterarum clausurarum*, 121b-122.

⁴ *Domesday Book* (Record Commission), 262d.

⁵ *Parliamentary Writs*, I, 2. Known from 1303 as *antiqua custuma*.

⁶ *Cal. Close Rolls (Ric. II)*, 1381-5, 289.

It is not really surprising that in John's *quindecima* of 1203—the first really national system of Customs—the ports were placed fiscally at least outside the body of the shire, for if the boroughs had not fitted very easily into that structure, the ports would fit even less well. John provided therefore to assess levy collect and account his *quindecima* from the ports by a procedure entirely outside the scope of the sheriff. Another important feature of the scheme of 1203 was that there had to be developed in practice—if somewhat imperfectly distinguished in theory—a clear distinction between mere coastwise traffic and the overseas trade of a port. The reference in the text of the assize was *asportare et ducere mercandisas per mare de loco in locum in terra nostra vel de una terra in aillam*.¹ Thus, especially towards the end of the thirteenth century, and certainly throughout the fourteenth, the word “port” came to be used more and more in a technical sense, denoting not so much a haven for shipping, but rather a harbour-town enjoying certain privileges of trade. The grant of these privileges was later referred to as the “superinduction of a civil signature”.² Because these privileges were jealously guarded, the physical “limits” of the port had to be determined, for any vessel engaging in overseas trade but using a harbour that had not received the “civil signature” of a port, was liable to summary arrest; and already by 1214 we find an example of the arrest of a vessel *quae applicuit alibi quam in portu*.³

From a study of the later thirteenth-century Customs accounts returned into the Exchequer, we find that various groups of neighbouring harbour towns were associated in account.⁴ This association was sometimes of the ports of a county,⁵ but occasionally extended beyond the county limits, or otherwise disregarded the county boundaries.⁶ Some of John's grouping of ports for naval and fiscal purposes were not of very long duration, but other and later groupings of ports into certain “collections” were found convenient for fiscal and other Customs purposes, and hence proved a durable practice.

So far as Liverpool is concerned, not only was the place not named in John's *quindecima* of 1203, but neither was it one of the ports assigned for the collection of Edward I's *nova custuma* of 1275 or 1288. The

¹ *Rotuli litterarum patentium*, I, 42-3.

² Sir Matthew Hale, “A Treatise in Three Parts” (included in Francis Hargrave, *Collection of Tracts*—Dublin, 1787), *De Portibus Maris, Pars Secunda*, cap. VIII.

³ Pipe roll, 15 John, rot. 9a.

⁴ Professor N. S. B. Gras can discover in this early grouping no higher motive of the crown than administrative and financial convenience, *Early English Customs System*, 107.

⁵ E.g. Lymm to Yarmouth, 31-2 and 32-5 Edw. I, and 2-3 Edw. II (King's Remembrancer, Customs Accounts E.122/93/2 and 93/4).

⁶ E.g. Yarmouth to Ipswich, 39 Edw. III, 44-8 Edw. III, and 3-4 Ric. II (E.122/7/10, 190/28 and 149/14-15), and Ipswich to the Thames, 18-19 Edw. II (E.122/50/12).

quindecima of 1203 was collected in the ports from Newcastle to Fowey ; the *nova custuma* of 1275 from Newcastle only as far as Exeter ; but that of 1288 as far north-west as Caernarvon. This and similar evidence has led historians to assume that there could have been no regular machinery for the assessment and collection of the royal revenue in the ports even in the time of the later Plantagenets,¹ even going so far as to assume that such " traffic as occasionally took place " in the creeks and rivers of the north-west must have enjoyed immunity from royal cognizance even as late as the time of Richard II.²

Before we come too lightly to such a conclusion, however, it must be remembered that on the military side, even in the reign of Edward I, not only Chester and Liverpool but also Lancaster and Frodsham were named as places from which vessels might be summoned for service in the king's fleet for Flanders.³ Moreover, in the time of Edward III " the ports of Cestre and Lytherpool " were used by the Earl of Ulster for shipping men and horses to Ireland, and generally for shipping corn, both coastwise⁴ and for Scotland.⁵ But more importantly, on the civil side, Richard de Ayneshagh, first recorded mayor of Liverpool, was named in 1366 by the King's butler to be his deputy to take the wine prise at Liverpool,⁶ and was joined with another in 1378 to collect the Customs there.⁷ This, combined with the fact that in the 1360's the wine prise of Liverpool and Lancaster were distinguished and separately assigned,⁸ does not suggest that the region was fiscally either ignored or overlooked.

It can, however, be taken that compared with the ports of the south and east, the royal machinery of Customs collection was late in coming to the north-west, and furthermore that when it did come it came with a pattern that had already been determined in other regions.

In the first place, the maritime traffic was already distinguished between that *per mare loco in locum in terra nostra* and that *de una terra in alliam*. In the second place the havens themselves were likewise distinguished between those that were authorized to cater only for the former (the coastwise) trade, namely the *petitz cryks* or the *cryks et petitz arrivails*, and those that were more fully competent, that is to say, to cater for the latter (the overseas) trade, namely *les grantz ports du*

¹ A. P. Newton, " The Establishment of the Great Farm of the English Customs ", *Transactions*, Royal Historical Society, 4 ser. I (1918), 130.

² H. Atton and H. H. Holland, *King's Customs*, I, 29-30.

³ *Cal. Close Rolls* (Edw. I), 1296-1302, 226-7; *Cal. Patent Rolls* (Edw. II), 1324-7, 310.

⁴ *Cal. Pat. Rolls* (Edw. III), 1354-8, 428, 474 and 491; and *ibid.*, 1361-4, 17, 19, 21 and 36.

⁵ *Cal. Close Rolls* (Edw. III), 1360-4, 212.

⁶ *Ibid.*, 1364-8, 226-7.

⁷ *Cal. Fine Rolls*, IX (Ric. II), 1377-83, 122.

⁸ *Cal. Pat. Rolls* (Edw. III), 1364-7, 240, and 1367-70, 32.

mer. The outward and visible sign of the "superinduction of a civil signature" was the king's cocket,¹ or the seal by which alone overseas trade could be authenticated. In the third place harbours were already "associated" for purposes of accounting to the crown, the main (or "head") port of the group accounting for the whole (including the "members") direct to the Exchequer, not through the sheriff. Thus, when we find the system first in the north-west it seems already fully developed; but we shall be wrong if we suppose on that account that therefore it sprang up—like Minerva—already of full stature. It had served its infancy in the south. It is of particular significance that under this system the port designated to be the "head" port for purposes of fiscal and other crown administration in the north-west, was Chester and not Liverpool. This superiority of Chester runs right through the present volume.²

In the *quindecima* of 1203, the Customs were collected by what has all the appearances of being a hastily drawn together organization, a sort of port committee consisting of six or seven chosen men, a knight, and a "clerk to the committee". The contemporary phraseology had it: *sex vel septem vel plures de sapientioribus et legalioribus et ditioribus et valentioribus hominibus portus et unus miles et unus clericus*.³ Because the *sex vel septem vel plures homines* and also the *miles* were later dropped, it was from that sole *clericus* that the whole of the later tax-assessing and tax-collecting organization was descended. At least by 1266,⁴ however,—that is to say, at least a century before Richard de Aynshaugh was named to collect the Customs of Liverpool—the Collectors of Customs had become established officials of the crown.

Edward I however, in his provisions for the collection of the "great customs" of 1275, laid it down that *in singulis portibus nostris ubi brevia praedicti domini regis non currunt, eligantur duo de discretioribus et fidelioribus hominibus portuum illorum*, and these men should "collect receive and answer" (*colligant et recipiant et respondeant*) the Customs to the crown.⁵ It is not possible to discuss here whether *eligere* meant to nominate choose select or elect,⁶ but certainly it was the early practice for a prominent merchant of the port to perform also the functions of the Collector of Customs. At about the time that John Philpot, a prominent London merchant (after whom Philpot Lane in the City was named), was submitting his accounts to Geoffrey Chaucer for his comptrol,

¹ Sent down to the port *sub pede Sigilli Scaccarij in quandam bursa* (Memoranda Roll, 26 Edw. I, rot. 71, bun. 25-6).

² See in particular Nos. 193, 357^{n.}, 358^{n.} and 360.

³ *Rotuli litterarum patentium*, I, 42-3.

⁴ 51 Hen. III, stat. 5, vi (the expression is *les coillours de la custume*).

⁵ *Parliamentary Writs*, I, 2.

⁶ But see W. A. Morris and J. R. Strayer, *English Government at Work, 1327-36* (Mediaeval Academy of America, 1947), II, 171.

de Aynshaugh, one of the Liverpool city fathers, was submitting his accounts likewise for local comptrol.

Because *les grantz portz du mer* exercised privileges not enjoyed by *les petitz cryks*, it was necessary to define the distances along the coast to which their respective limits extended, and once they were thus defined and delimited it became the practice for the principal officials of a port to exercise their function within the whole limits of their port. Thus, during the whole of the Middle Ages until late Tudor times, the limits of the port of Chester extended from the northernmost limits of the port of Milford (namely from the Mawddach at Barmouth) as far as the Scottish border. Hence Liverpool, Lancaster, and the other ports of the north-west, were contained within, or were "dependent upon", Chester. Indeed, it was not until 1565 that even Carlisle was erected into a port independent of Chester,¹ which as a matter of fact left the strapping infant of Whitehaven as absurdly "dependent" upon its "parent" Carlisle, as the infant Liverpool was left "dependent" upon its "parent" Chester.²

The Collector of Customs of the port of Chester, exercising his office throughout the whole extent of Liverpool, held his office by royal letter patent. If, in medieval times, office was held as a sort of property (held by a tenure somewhat analogous to a kind of serjeanty³), it was because there was no very clear distinction then between office and property. Feudalism was both a system of land tenure and a method of government. When there was already a highly developed law and doctrine of property rights and services, there was as yet only a very rudimentary law of contract or doctrine of enforceable agreements. Therefore, when in medieval England, the crown had an office to be filled, it did not enter into an implied agreement for a nominated person to perform the particular service. Instead, it would grant to the person the right to perform the particular duty, subject to certain conditions; and one of these conditions might be the entitlement to receive fees. Thus the patent Searcher of Customs (for example) exercising his office, by virtue of his patent, throughout the whole delimited length of the port of Chester (and embracing not only Liverpool, but also Caernarvon, Beaumaris, Lancaster and so on) received from the crown a direct salary of no more than a nominal 10 marks per annum and received the rest of his remuneration by way of fees of office.

¹ Queen's Remembrancer: Memoranda Roll, 7, Eliz. I, Hil, 345.

² See my paper, "The Appointment of Ports in Cumberland", *Transactions, Cumberland and Westmorland Antiquarian and Archaeological Society*, XLVII (1948), 128-65.

³ Sir Wm. Holdsworth, *History of English Law*, I, 246-52 and 424-5. As evidence of the widespread nature of this conception of office in the Middle Ages, Holdsworth instances the posts held in the common-law courts and chancery, and many of the tenures by serjeanty (I, 248).

An act passed immediately upon the deposition of Richard II required all the patent officers of Customs to be resident upon their offices, and not to make any deputy or lieutenant to officiate there or elsewhere in their names. In the nature of the case, however, the patent Customer (or Collector) of Chester could not be resident at Beaumaris, Caernarvon, Conway and Liverpool, as well as at Poulton and Lancaster. The patent officials, therefore, quite extra-statutorily—if not positively illegally—but no more than in the mere accommodation of trade, did in fact, in the passage of time, “appoint deputies and lieutenants to officiate in their names”. By the end of the Middle Ages, trade had so far developed and broken through some at least of these unnatural barriers, that the patent officers in Chester (the Collector, the Comptroller and the Searcher) were not only *permitted* to have their “sufficient deputies and lieutenants” in Beaumaris, Caernarvon, Conway, Liverpool, etc., but were later positively *required* to have their deputies—“for whom they will answer”¹—at what were in effect all such places as trade demanded. The issue of the port-books to the “creek of Liverpool” in 1428² was of course seriously misunderstood in Liverpool—in 1428 and more since³—but that issue was constitutionally important as tacitly recognizing the regular scheme of patent officers in the head-ports, and their deputies in the member-ports,⁴ an organization that did not receive statutory warrant until 1553.⁵

Thus, a system came about, by reason of the natural development of trade, in which the patent officers of the head-port of Chester came to exercise a sort of superiority over the dependent member-port of Liverpool, a patronage over their deputies there. Because of the precise terms of their own patents the Chester patentees continued to enjoy the fees within their own “limits”. Yet although they might, out of the property-nature of their office, receive these fees, they could—and did—employ their deputies in Liverpool at salaries not related to the fees accruing, or on such other terms as the patentees determined. This was to be an important feature in the later development of office.⁶

By an act of the 1st Elizabeth, the principal (patent) officers of Customs in all the ancient head-ports (such as Chester) were required to appoint a sufficient deputy, “as well in the Custom House as elsewhere,

¹ 1 Hen. IV, cap. 13 (and 4 Hen. IV, cap. 20).

² *Proceedings and Ordinances of the Privy Council of England*, III (1422–29), 316 (16 November 1428).

³ I have dealt with this in greater detail in my paper, “The Head Port of Chester, and Liverpool, its Creek and Member”, *Transactions*, Historic Society of Lancashire and Cheshire, CII (1950), 69–84.

⁴ The formal *schema* of the three-tier system is usually set out in full in the eighteenth century in the contemporary *Books of Rates* or handbooks to Customs practice.

⁵ 7 Edw. VI, cap. 1, sec. 13.

⁶ No. 284.

as it shall be most expedient and convenient for the speedy despatch of the merchant and his goods", at every member-port (such as Liverpool) where such a deputy may "have been continually resident by the space of ten years" last past.¹ It was further provided that overseas trade should be confined to certain specified hours of lading and unloading,² and to certain appointed places.³ The "extent bounds and limits" of the port, and the appointed places for overseas trade, were declared by commission out of the court of Exchequer, and this procedure of Exchequer commission is seen working itself out in the Liverpool records.⁴

Where these quays and places were for the time being inadequate to the trade, lading or unlading could be allowed extra-statutorily, by sufferance of the Board at other places, known as "sufferance wharves".⁵ The "limits" of Liverpool were laid down as extending from Red Stones at Hoylake on the point of Wirral to Hesketh Bank, limits which remained until detailed adjustments with Preston in the nineteenth century. The earliest legal quay stretched from the end of Red Cross Street to the Shilly Patch⁶; but the legal quay rights were matters of perennial dispute.⁷

The Custom House at the opening of this volume was situate at the water end of Water Street, leading from the Juggler Street (or the High Street) down to the Tower, a Stanley outpost on the way between Knowsley and the Isle of Man. In 1722 it moved to the end of the Old Dock⁸ and remained there until after the close of the volume, the foundation stone of the new building on the site of the Old Dock itself being laid in 1828, the building that was lost in the last war, and now finally demolished.

The indoor staff consisted of the three principal officials (and their deputies and assistants), namely the Collector who was in charge of the port, and Comptroller who had certain responsibilities jointly with him (particularly with regard to the cash and the accounts), and the Searcher who had special responsibility for the export trade and ships' stores. It is quite an error to accept it—as so many seem to have done⁹—that because they all three have a long history behind them, they must have been unnecessary, or because they were patronage officials they must have been useless. Outdoors the staff was organized in three lines: the preventive service afloat, the staff on the coast, and the corps of riding officers inland. In Liverpool and the north-west the service afloat was concerned principally with the smuggling trade with the Isle of Man,

¹ 1 Eliz. I, cap. 11, sec. 2.

² *Ibid.*, secs. 2-3.

³ Nos. 41, 50, 90 and 280.

⁴ Nos. 80, 200, 280, 283 and 285.

⁵ See for example S. E. Finer, "Patronage and the Public Service", *Public Administration*, XXX (1952), 336-7.

⁶ *Ibid.*, sec. 8.

⁷ Nos. 57, 58, and 80.

⁸ No. 58n.

⁹ Nos. 40 and 80.

while the body of riding officers never assumed the importance it did in the south and south-west. The staff on the coast itself consisted of Tide-Waiters (and their superior officers, the Tide-Surveyors) whose duty it was to meet the ship "on the tide", and to see that everything dutiable in the ship was discharged at an approved place at an approved time, into the control of the Land-Waiting staff ashore. This latter consisted of the Land-Waiters (and their superior officers, the Land-Surveyors) whose duty it was to take charge of all the goods discharged, assess the duty, and clear them out of charge only when such duty had been paid or otherwise secured. There was also a Coast-Waiting staff whose special charge was the coastwise trade, some of which also was at the time subject to Customs duty.¹

We find the trade of the port continuously out-stripping the growth of the staff and the accommodation at the Custom House.² There the various Customs officials, although crowded, could apparently live in peace with their fellow-officers of the Salt-revenue.³ There seems, however, to have been continuous rivalry between the officers of the Customs and the officers of Excise, for the two services were separately administered until as recently as 1909. Particularly were they at rivalry in the matter of seizures⁴ and the gauging of spirits.⁵

Already in 1713, the Land-Waiters and Surveyors in Liverpool were instructed to "qualify themselves in the art of gauging".⁶ Even as late as 1746, however, it was the practice for Liverpool to send to Chester for a qualified gauger,⁷ but later Liverpool gauged on its own authority.⁸ The art of gauging made great strides in Liverpool,⁹ and it may have been this and his interest in mathematics that led John Newton, the "Old Blasphemer" and ex-slaver-captain,¹⁰ to enter the Customs in 1755,¹¹ which he left later for the church, to become with poor Cowper the author of the Olney hymns. Those "qualified in the art" at Liverpool recall not only John Newton, but also the fact that some of the latest refinements in "the art", the "O'Brien segment line" on the head rod, and the "O'Brien callipers" (stave, head and long), were worked out by a Liverpool man who can still be remembered.

Another matter of considerable revenue and technical complexity was the tobacco trade. The navigation laws required all plantation tobacco to be brought to England (or later to Great Britain) in the first instance, and only from the home country could the European demand be met. Little was understood in the early days of the industry about the

¹ For quite a good description of the service at this period see E. E. Hoon, *The Organisation of the English Customs System, 1696-1786* (New York, 1938).

² Nos. 331, 348, 352, 362, 364 and 424.

³ No. 352.

⁴ Nos. 73, 75, 256 and 405.

⁵ No. 269.

⁶ No. 8.

⁷ No. 193.

⁹ Nos. 118 and 322.

¹⁰ No. 212.

¹¹ No. 212*n*.

differing affinity for moisture ¹ of the tobacco imported (and duty paid) in the leaf, and tobacco exported (and duty "drawn back") cut and manufactured. Such differences could make considerable variations in the "allowances" on the weights assessed for duty-payment on the one hand, and duty-repayment on the other. Furthermore some weight at least of duty-paid tobacco could be lost to the trade in the form of manufacturing waste—shorts stalks and other offal—lost in the factory or the warehouse. It is not very surprising that a good deal of this stuff was made up and exported—if only to the Isle of Man—merely to qualify for the refund of a duty that had certainly been paid.² There were good points on both sides, and room for honest dispute, but neither was very happy about being outwitted or counterchecked by the other. In the passage of time, all these difficulties have been overcome. Formulas have been agreed and "constants" worked out. What we see in the Liverpool records are the growing pains—but the growing pains at the principal plantation port.

Apart altogether from all this, there was growing up also a considerable illicit trade in tobacco. There were a number of methods. For example, rather than go all the way to Virginia for tobacco to smuggle, it was found cheaper to ship duty-paid tobacco from Liverpool, ostensibly for some destination qualifying for drawback of duty, Norway³ for instance, and then after attracting no Customs attention *en route*, unship the goods somewhere on the coast of Scotland or Ireland.⁴ If they were discovered, they had been merely blown off their course,⁵ or had come in only for water, or one of the other stock excuses. What has already been told—and occasionally very well told ⁶—is the machinations of the trade in these frankly dishonest and illegal practices. What has not been told is the patience and persistence with which the local officials at Liverpool, for example, in the absence of any official provisions to that end, firstly improvised and later perfected, on their own initiative, a machinery of liaison not only between Collections, but even between England, Scotland and Ireland⁷ (that were then responsible to entirely independent Boards), and finally suppressed the nefarious traffic altogether.

The Tudor period, as the watershed between the medieval and the modern, is a particularly noteworthy feature of English administrative history. Between the accession of Henry VII and the death of Elizabeth I the whole technique of administration in general was entirely changed. Henry Tudor came into a system of government organized as a private

¹ No. 138.

² Nos. 94, 97 and 99–100.

³ Nos. 101, 102, 107 and 110.

⁴ Nos. 101–3 and 107.

⁵ No. 82.

⁶ T. C. Barker, "Smuggling in the Eighteenth Century", *Virginia Magazine of History and Biography*, LXII (1954), 387–99.

⁷ Nos. 107, 110, 132 and 136.

estate or a royal household, run by household servants. Elizabeth left a state divided into Departments, responsible to a Secretary of State with a staff of what today we might reasonably call "civil servants". The changes in the Customs service, however, do not seem to have been so radical as they were in the rest of the state administration. This was due to a variety of causes. One of these perhaps was the gradual process of reform the Customs organization had all the while been undergoing, if only in response to sheer physical conditions that could not be denied, for example, the uneven development of head-ports and their members, and the attraction of shipping to certain of the member-ports rather than to their head-ports—as to Liverpool rather than to Chester, slowly silting up. Such developments in trade were in fact being catered for by the local organization, at a time when they were not only not statutorily provided for, but indeed when they were statutorily forbidden.

It seems likely, however, that the general development was somewhat retarded by the practices of "assigning" or "farming" the Customs, that is to say, allocating the Customs as security for royal debts, or "letting" the collection in the ports "out to farm" for a period of years to "outside" persons syndicates or corporations. Because particular efforts were made in Elizabethan times to reorganize the farms into one great consolidated farm,¹ and because the Customs (after a brief experiment during the Commonwealth² and Protectorate) were not finally taken out of farm until after the Restoration,³ the later Stuart period seems to form a more natural watershed in the administrative history of the Customs, than does the Tudor.

The important break came at Michaelmas 1671, when the Customs came finally out of farm.⁴ Thereafter the Customs were answered by Commissioners direct to the Exchequer without the intervention of farmers or other agencies.⁵ At Liverpool the total established staff in post at the time was only of very modest proportions. According to the surviving establishment registers, it seems to have consisted of eight men only. There were Samuel Birch, Collector, and John Hesketh, Surveyor, at an established salary of £40 *per annum* each; Augustine Wilkins and George Morecroft, Waiters and Searchers, at £20 each *per annum*; and John Parr and Ralph Halsell, Porters, at £5 each; with Edward Ogle (Surveyor—£10) and Thomas Dutton (Waiter and Searcher—£5) out at Sanky Bridge and Frodsham respectively. Thus

¹ A. P. Newton, "The Establishment of the Great Farm of the English Customs", *Transactions*, Royal Historical Society, 4th ser., I (1918), and F. C. Dietz, "Elizabethan Custom Administration", *English Historical Review*, XLV (1930), 35-57.

² Ordinance, 21 January 1642/3.

³ Patent roll, 12 Car. II, p. 31, No. 5d (20 September 1660).

⁴ C. C. Crews, "Last Period of the Great Farm of the English Customs" (unpublished thesis London University).

⁵ Patent roll, 23 Car. II, p. 2, No. 1d (27th September, 1671).

the member-port and its creeks were maintained at a total cost to the crown of £145.¹ This compared with £190 at Chester itself, plus another £55 in respect of Neston Flint Mostyn Hilbre and Dawpool "and the other bye places". Hull cost £502 *per annum*, plus another £195 in respect of Grimsby, Scarborough, Bridlington and York, while Bristol cost as much as £1,950, plus £570 for Gloucester and Pill.²

Although in constitutional principle this change from a system of farming the Customs to managing them by a Commission was a fundamental one, it has occasionally been said that it was not in general marked by any considerable change in the ordinary staff working in the ports; that the Commissioners took over the farmers' organization as a going concern. Whether this was or was not so in general, the change-over was marked by a number of changes in Liverpool. Colonel Samuel Birch who had only just succeeded Thomas Weaver, Collector in Liverpool for the farmers, was now displaced by James Vernon as Collector for the Commissioners,³ and it may very well be significant that James Vernon had already been appointed as a Customs officer in Liverpool.⁴ Within less than a twelvemonth George Morecroft, one of the Waiters and Searchers, was dismissed for a misdemeanor,⁵ and Augustine Wilkins, the other, saw fit to "desert his employment"⁶; two others were therefore brought in.⁷ In addition to this, Ralph Halsell the Porter also was displaced and his vacancy filled by another,⁸ and Richard Gunstam and Henry Stevenson were added to the staff as Tidesmen and Boatmen at £15 each.⁹

It was fortunate for the Customs administration in the ports that the end of farming was not further delayed. The new organization in the outports in general had scarcely time to develop a Departmental technique and efficiency, to cultivate a corporate loyalty, and to build up a service tradition and become conscious of it, when the whole organization was placed under the severest strain. The eighteenth century tested it to the uttermost. In the first place, the wars of the late seventeenth and early eighteenth centuries immensely increased the burden of Customs taxation and made specifically liable to relatively high additional duties, goods and articles never before separately enumerated. In the second place,

¹ Customs Library: "Establishment of the Officers of the Customs belonging to the Outports, 1671." There were of course fees, seizure awards, and other emoluments.

² *Ibid.*

³ *Calendar of Treasury Books, III, ii (1669-72), 940.*

⁴ *Ibid.*, 368.

⁵ Thus the marginal note in the "Establishment . . . 1671". The Treasury warrant says "with whose services we are not well satisfied".

⁶ "Establishment . . . 1671" (marginal notes), and *Calendar of Treasury Books, III, ii (1669-72), 1184.*

⁷ *Ibid.*, and *III, ii, 1270.*

⁸ *Ibid.*, and *III, ii, 1241.*

⁹ *Ibid.*

a coincidental technical development in the rig of vessels—the fore-and-aft rig, as distinct from the square-rig—enabled craft to sail now much closer to the wind than ever had been possible before. Thus, quite fortuitously there came together at about the turn of the century a great financial inducement to smuggle, and also a means to do it easily. There was also the great complication of Customs procedure, particularly due to William of Orange's system of mortgaging the public revenue, and (particularly towards the end of the eighteenth century) the refusal of parliament to vote the crown a civil list adequate to maintain the service.

These were features common, of course, to the whole coast-line, with smuggling a greater challenge in the south-east owing to the proximity of the continent. But in the north-west, and particularly in Liverpool, the situation was considerably complicated by the exceptional constitutional status of the Isle of Man, and the anomalous position of Scotland and Ireland in relation to England.¹ In addition there was the involved administration of the complex navigation laws,² the immense increase in the plantation trade and in particular the trade in tobacco (certain technical aspects of which were, as we have said, as yet not understood either by the revenue or the trade), and such new ventures as the Greenland fishery and the southern whale trade. Add to all this the complications of the trade with America before, during and after the war of Independence, plus the slave trade, plus privateering—and you have the port of Liverpool in the eighteenth century.

The background of the smuggling trade between Liverpool and the Isle of Man seems in general to be misunderstood. The crux of the whole matter was the island's ambiguous constitutional status.³ The island was "part of the Crown, but not of the Realm of England", a distinction with a very great difference. No great harm came of the business until England found herself having to pay for the luxury of the continental wars—and the Isle of Man did not. With a low rate of Insular duties, related to an earlier age, and a constitutional immunity from the officers of the Imperial Customs—the island quickly became an immense magazine, a great island warehouse, in which to store high-duty goods, tobacco,

¹ In England there were, for the greater part of this period, separate Boards for the Customs and the Excise. There were two comparable Boards in Scotland, and a Revenue Board in Ireland. Afloat, for example, all five Boards maintained their own revenue cruisers, and the commander of the Liverpool Customs cruiser could be challenged as to his competence if he chased an Isle of Man smuggler into a Scottish port. He might even be required to return any seizure into Scottish jurisdiction (No. 82n.).

² A contemporary handbook says that both "Merchants and Officers of Customs have oftentimes misunderstood and misapplied" them (*Index Vectigalium*—1670, p. 35).

³ I have dealt with this matter more fully in "Illicit Trade with the Isle of Man", *Transactions*, Lancashire and Cheshire Antiquarian Society, LVIII (1945-6), 245-67.

rum, brandy and gin, until conditions were favourable to run them illicitly across to the mainland. It was perfectly clear to the Customs at Liverpool that the traffic could be suppressed within a week, subject to one condition—that the Imperial officers of Customs be given the same authority on the island as they had on the mainland. But instead, the constitutional niceties had to be observed. In time, however, the outrage became too glaring to be any longer tolerated. The Collector of Customs at Liverpool suggested at an early stage farming or acquiring the Insular rights,¹ and when at last arrangements were put in hand to acquire the fiscal rights of the island, it was naturally he who seems to have acted as the United Kingdom's confidential agent.² The purchase was effected on the 30th April, 1765, with £70,000 of Customs money,³ and twenty years afterwards the Collector had pleasure in reporting to the Board that "the pernicious trade [of smuggling] had not been openly carried on within the limits of our district since the Isle of Man was annexed to the Crown".⁴ This was one of those mischiefs that *could* be stopped by a mere act of parliament.⁵

About the rest of the smuggling, much nonsense has been written. The best-known smuggler of the Irish Sea in the late eighteenth century—the high-heyday of the high romancers—was perhaps the fabulous Yawkins, and his just-as-fabulous lugger,⁶ the *Hawk*. He was the original Dick Hatteraick in Scott's *Guy Mannering* who, as everyone knows, could scare a whole tribe of revenue officers by merely mouthing his own name.⁷ So skilled was he in sailing his *Hawk*—so we are assured⁸—that when he saw "two revenue cutters, the *Pigmy* and the *Dwarf*", on different tacks, rather than flee he bore his craft "right between the luggers"—by the way, they were *cutters* a moment ago—and tossed his hat on the deck of one and his wig on the other, and hoisted a cask of contraband to his maintop. It is, perhaps, a pity to spoil a story by remarking that no trace has ever been found in the Customs records of a *Pigmy* or a *Dwarf*—cutter or lugger—but we do find trace of the *Hawk*.

¹ No. 198.

² No. 229.

³ Customs Library: Board's minutes (notes and extracts), III (1758–75), 272–3.

⁴ No. 343.

⁵ I consider Dr. Hoon's note on this topic in *The Organisation of the English Customs System, 1696–1786* (New York, 1938), 170n., quite misleading. She says, "British Ownership [*sic*] of the Island did not end the illicit trade", and cites Treasury Papers (P.R.O.), bun. 542, no. 228, Excise Commissioners to Treasury, 24 March 1778, which says that "more teas and brandies are smuggled on these coasts than when the government of the Isle of Man was in private hands". But the document is unmistakably clear that it was the smuggling from Ireland in 1778 that was greater than that in 1764 from the Isle of Man.

⁶ Nos. 382–3.

⁷ "Additional note to *Guy Mannering*."

⁸ *Ibid.* The story is retold in C. G. Harper, *The Smugglers* (1909), 205–7, and Lord Leignmouth and C. G. Harper, *The Smugglers* (1923), II, 189–90. The story is less far-fetched in J. M. Wood, *Smuggling in the Solway* (1908), 106.

Captured in 1787, as a sailer she was not good enough to be used even as a tender, and was broken up accordingly.¹

It is the romancers, too, who try to capture some of our sympathy by asserting that the smugglers were sound enough chaps really—in fact, the very backbone of old England and all that. Was it not they who, skilled in the ways of sailing, perfected the most perfect of rigs and craft, and when the dark days of war threatened, came to the rescue of the poor old Royal Navy!

It is unfortunate—unfortunate, that is to say, for “romance”—that the records of the period tell a somewhat different story. It is apparently the Royal Navy and the privateers who go out and take the risks; and then when the war is over—the year is 1783—the “fast sailing vessels are sold out of the king’s service”, and that is where some “strangers” came in to buy them up “for an illicit trade”.² In an earlier generation Brook Richmond, “a brisk and active sailor and used to the sea”³—not all of whose service afloat was under the Customs portcullis—asked for some more swivel guns,⁴ it is true, but gave it as his considered opinion that the way to clear the smugglers off the face of the Irish Sea was to let them know he was afloat, not with bigger or better guns, but with a *press warrant* in his pocket.⁵ The smugglers of England, Scotland and Wales would skulk at home at the mere show of it—at the dire fear of getting taken for the Navy—and Liverpool and the other ports in the north-west would have no more trouble from professional smugglers. In any case, before the end of the century, the subject practically disappears from the Customs books.

On the administrative side, one finds throughout the whole period central control developing, whether of the Board or the Treasury. Yet it is combined locally with a noteworthy and enlightened application of the law to unprecedented occasions or situations.⁶ Particularly effective is the central control over personnel and finance, a control seen at its best when both are concerned in the same incident, as when the staff are admonished for exterminating their bugs otherwise than by the most economical method.⁷

A great deal has been written about patronage in the public service in the seventeenth and eighteenth centuries, and about sinecure appointments and fees. Most of it, however, has been based upon what is really not much more than political pamphleteering, and all too little upon the actual records of the administration. When for example in the Middle Ages the Exchequer put its own Comptroller into a port, it was to keep a counter-roll and thus to be the (crown’s) check upon the (farmers’) Collector. Many writing since seem to have supposed that, therefore, when the Customs were taken out of farm and the Collector for the farmers

¹ No. 385.

² No. 339.

³ No. 76.

⁴ No. 81.

⁵ No. 84.

⁶ Nos. 260, 279, 291, 293, 303 and 332.

⁷ No. 148.

became the Collector for the crown, there was no longer any need for him to be checked, controlled or audited. The Collector in Liverpool seems to have thought much the same¹—but *he* at least had to be taught. Closer study would show that the medieval Customs system embodied certain important principles of assessment account and control, and that at the end of farming these practices were adapted to more modern conditions, and are, as a matter of fact, a noteworthy and essential feature of the Customs system today. It is an error to suppose that, because the Comptroller was originally a medieval official, the office could have survived until today merely as an unnecessary anachronism.

Nor should it be supposed, because a man may have been selected for some post by a person other than one who has just “done a course” on “personnel selection” or “job analysis”, that the nominee must on that account necessarily be unsuited to the job, or certain to get it however unsuitable. From record sources it becomes clear that some at least of the nominees had to qualify, and if they failed to pass the test set by their future colleagues or superiors these potential colleagues and superiors would join together to make it in effect impossible for the appointment to proceed.²

With regard to fees, here again much has been written. What seems to have been mostly overlooked, however, is the ingenious method by which the administrators got round their difficulties on the omission—or the refusal—of parliament to grant the crown adequate funds to maintain the service. The medieval system of fees, which derived from the property nature of office, was adapted in such a way as to “turnpike” the cost of administering ports. All sorts of duties had to be performed which were not essentially fiscal in their nature. In a mercantilist England the navigation laws had to be administered,³ quarantine provisions imposed,⁴ Greenland bounties superintended,⁵ public health safeguarded,⁶ shipping protected by registry provisions,⁷ lighthouse authorities assisted,⁸ the slave trade regulated,⁹ and a host of other services performed¹⁰ that had no identity with the Customs duties narrowly conceived. Parliament passed numerous enactments requiring the superintendence by the Customs service over many aspects of port and maritime life, but studiously refused to provide a civil list to maintain a service whose existence these enactments took for granted. If parliament had no funds for the purpose, the crown had less.

Much the same as in the seventeenth and eighteenth centuries the cost of maintaining the highways was, by a system of turnpikes, transferred from the parishes to the traffic that used them, so by a skilful

¹ Nos. 55, 65–6. ² No. 369. ³ Nos. 221, 239–40, 254, 291 and 308.

⁴ Nos. 42–4, 56, 251 and 374. ⁵ Nos. 202, 222, 224, 249, 272–3 and 327.

⁶ Nos. 46 and 397. ⁷ Nos. 185, 212, 291, 312, and 324.

⁸ No. 67. ⁹ Nos. 399, 407, 412, 418 and 420.

¹⁰ Nos. 17–8, 25–6, 45, 52, 121, 425 and 427.

adaptation of the medieval system of fees, the cost of maintaining a port was levied upon the traffic passing through it. This had a number of advantages. Not the least of these was the fact that the incidence fell on those who benefited. For example, it was an essential feature of the mercantilist system that the monopoly in plantation products was guaranteed to the merchants of this country. Tobacco or sugar, for example, in both of which Liverpool came to be immensely interested, could not be shipped from the plantations direct to (say) Hamburg or Antwerp. It must first be brought to a home port. When under these provisions, a consignment of tobacco was unshipped at Liverpool, the merchant had to pay a fee to the Custom House. This fee consisted of one shilling and sixpence, that is to say, 8*d.* for the Collector (and his clerks), 6*d.* for the Comptroller (and his clerks), and 4*d.* for Searcher.¹ It was little enough to pay for so considerable a privilege, and if the trading public had not paid to keep their system going, the crown could not have done so, and parliament *would* not.

Another advantage of the fee system was that it automatically attracted to a port the funds to employ additional (locally engaged) servants at just the time when additional assistance was needed, and left no motive to the principal official to retain locally-engaged staff after it had ceased to be necessary. When parliament—which, to say the least, had not been very co-operative in the matter—instituted its own inquiries into the details of operation, it is not surprising that the officers' thought the system was none the worse for being not parliamentary—not "legal" as some might say—*illegal* as some might think. When challenged to state their authority, where Liverpool replied, "Orders of the House of Commons 19th May, 1662 and 11th April, 1670", some other ports remembering that there had been a Customs long before there had been a parliament replied, "custom", or merely "ancient usage".² A somewhat desultory war was fought on the subject of fees, rewards, and other similar emoluments, but it was not until 1812, when the Customs service was placed fairly and squarely on the parliamentary vote, that reform finally came. This reform was marked by the erection in the Liverpool Custom House of the two notice boards, one notifying to the merchant public its entitlements under the new order, and the other notifying the Customs officials of their new responsibilities to the merchant public.³

The year was 1812.

It was the end of the Middle Ages.

¹ No. 360.

² "Report relative to the Payments to the Officers of the Customs at the Out-ports . . . 1784" (*Fifteenth Report of the Commissioners appointed to examine, take and state the public accounts, 1786*), Appendix, 823-5.

³ Nos. 448-50.

CUSTOMS LETTER-BOOKS OF THE PORT OF LIVERPOOL

1711-1813

- (1) Contemporary punctuation and capitalization have not been preserved.
 - (2) All abbreviations the meaning of which is certain, have been fully extended. Thus "ye" is transcribed "the", "yt" as "that", "p son" as "person", and so forth.
 - (3) Any matter conjectured and added is shown [within square brackets].
 - (4) The matter reproduced *in italic type* is not in the exact wording of the original record.
- * An asterisk indicates the term is referred to in the glossary.

1. Board to Collector

16 October 1711

Sir,

Having received yours of the 9th instant on the petition of James Charles, one of the Tidesmen at High Lake¹ within your port,—You may in consideration of the hardships sustained by him and the sickness which was probably occasioned, as you inform us, by his watching the tobacco out of the *Mulberry* and *Phoenix* and laying on the shoar in bad weather, make payment to the said Charles, the sum of fifty shillings which you are to place to your account of incidents, referring to the date hereof.

We are,

Your Loving Friends.

2. Collector to Board

12 September 1712

Honorable Sirs,

Yesterday arrived in our harbour the *Indian Queen* of this port, burthen about 70 tons: William Young, master, from Antigua; and this day arrived the *Susanna* of this port, Thomas Bramhall master, and *Virginia Merchant*, burthen about 150 tons each, Jd. Gildart master, both with sugar, cotton etc. from Nevis. Wee have two shippes more arrived from Nevis in High Lake¹ and two others from Virginia, and officers are sent thither to board them, and all imaginable care shall be taken of them and further notice given of them when they come into harbour.

¹ Hoylake.

3. Board to Collector

27 September 1712

We have received your joynt letter ¹ of the 20th instant informing us that Mr Thomas Johnson, one of the Landwaiters * at your port, being disordered in his head, he is sometimes not capable of discharging the duty of that imployment as he ought, and that he is advised to retire into the country from business for about 6 months in order to his recovery. Wee shall not (in consideration of his unfortunate condition) object thereunto on his paying the charge of one to act for him when the service of the port requires it during his absence.

4. Collector to Board

12 October 1712

Pursuant to Your Honours' order to Mr Joseph Sewell, Collector of Chester, I have this day given him my answer ² the severall matters of complaint made against me by some base villan that dare not sett his own name to them. I have endeavoured to answer it as plain and short as possible and the real truth, and I can appeal to all the officers and merchants of this port for my dilligence and behaviour in my business, and I question not but the whole will appear to Your Honours very frivolous and full of malice ; and I hope Your Honours will doe me that justice to lett me know my accuser that I may make him an example, otherwise no man can be safe in his employment. I can take the sacrament upon it I have in all things acted for the advantage of the Revenue as for my life, and can demonstrate that I have saved the Revenue since my being here some hundred of pounds.

With humble Submission,
N[athaniel] Smith.

5. Board to Collector

6 December 1712

The cessation of arms between Her Majesty and the crowns of France and Spain, the Right Honorable the Lord High Treasurer has directed that notice should be given thereof to the merchants. The Commissioners therefore direct that you acquaint the merchants in your port therewith accordingly that there may be noe obstructions in their trade.

6.

11 December 1712

We have received yours of the 28th ultimo representing to us the hardships the boatmen at your port undergoe in the winter for want

¹ I.e., of the Collector and the Comptroller.*

² It is to be noted that in 1712 the principal officers of the creek * or sub-port of Liverpool were disciplinarily responsible to the head officer of the head-port * of Chester. See *Introduction*.

Board to Collector]

of a pair of water-boots each, they being obliged in the coldest weather to carry on board and bring on shoar the Tide-Surveyors * and other officers to and from the boats, which obliges them every day by turns to goe into the water to their knees ; upon consideration whereof we direct that you forthwith provide proper bootes for the service of the boatmen on the best and cheapest terms you can and that you place the charge thereof to your account of incidents.

7. Collector to Board

31 January 1713

On Sunday last happened to be a most violent storm which drove most of the shippes and vessells in this harbour on shore and wrecked severall boats, amongst which was one of Her Majestie's boats belonging to Mr. George Tarvin, Coast-Officer. She was about ten years old and good for very little. The other boats received some small damage which is repaired, and had it happened to be a spring tide it would have made dredfull havock in his harbour.

8. Board to Collector

24 April 1713

The Commissioners observing by your list of officers' capacities ¹ that severall of the Landwaiters * have not qualified themselves in the art of gauging * in pursuance of the order of the 10 June, 1707,² and therefore have directed me to acquaint you that if the Surveyors and Landwaiters * of your Port doe not in 3 months time qualifie themselves in the said art (of which you are then to send a certificate to the Board) that other measures will be taken for Her Majesty's Service.

9.

2 July 1713

The Right Honorable the Lord High Treasurer having been pleased in compassion to such officers of the Customs as are or shall be superannuated or by some accident become unfitt for the service, to grant his warrant of the 10th ultimo directing the Commissioners to cause a deduction of four pence in the pound to be made out of the salaries and day pay of all the officers of the out-ports from Mid-somer last (except Collectors and their clerks and patent * officers or their deputies who have noe salary upon the establishment *) in order to make a provision

¹ An annual return, showing the "ages and capacities" of the members of the staff.

² This letter was addressed to all the outports in consequence of the act (5 Ann., cap. 27, sec. 17) which defined the wine gallon, tun, butt, pipe and hogshead, "to settle all disputes and controversies touching the wine measures".

Board to Collector]

for such superannuated officers.—The Commissioners therefore direct that the said deduction be made accordingly, which is to be put and remain in the queens chest * ¹ under your joynt care till the Commissioners shall give their further orders therein.

10.

2 August 1713

Her Majesty haveing been pleased by her royall proclamation to dissolve the parliament and declare the speedy calling another, the Commissioners direct me to remind you (as they have formerly done on the like occasions) of that clause in the act of parliament ² in the 12 & 13 years of his late Majesty's reign which provides under very severe penalties that no officer of the Customs shall by word, message or writing or in any other manner whatsoever endeavour to persuade any elector to give or diswade any elector from giving his vote for the choice of any person to serve in parliament.

11.

1 October 1713

The Commissioners having under consideration proper methods to prevent the running of goods on the coast, direct you to inform them if it be necessary to set up a sloop smack or sailing boat to guard your part of the coast, with the dimensions number of hands and what may be a proper district for her cruize, and an estimate of the charge of fitting out such a vessell to sea, and if there be any conveniency of building one at your port, with such further observations as may be necessary for the Commissioners' cognizance in this inquiry, with all the dispatch you can.

12. Collector to Board

9 October 1713

We have maturely considered and wee are humbly of opinion that a sloop or smack will not be of service to the Revenue in this port answerable to the charge, for when there was one formerly it did not by any means answer, by reason of the dangerousness and difficulty of the harbour

¹ This chest is still preserved in Liverpool Custom House.

² In 1700, by the act 12-13 Wil. III, cap. 10, sec. 91, all persons holding office in the Customs service were forbidden to use any influence in any parliamentary election, under the penalty of £100. In 1782 Custom officers were disfranchised altogether (22 Geo. III, cap. 41) and remained so disfranchised until 1868 (31-2 Vic., cap. 73). The Revenue Officers Disabilities Removal Act however repealed only the acts of 1782, 1803 and 1827, so that officers were still liable at the suit of any informer to certain severe penalties for taking any part in an election otherwise than by voting. These remaining disabilities were removed in 1874 (37-8 Vic., cap. 22).

Collector to Board]

and the many shoals of sand which often shift in bad weather, soe that such a vessell cannot keep the sea, and when its in harbour can't well gett out, which was the cause the former scout was laid aside as useless as will appear by our letter of 24th November, 1704.¹

13.

2 July 1714

Yesterday dyed James Dick, one of our boatmen after one or two day's illness. With humble submission it will be very proper to have a lusty young man in his stead that understands a boat well, for its very rugged in this harbour sometimes and dangerous boarding vessells, and if Your Honours please I will consult the Surveyor and recommend a fitt person.

14.

23 November 1714

I have this day sent Jerrad, the Carrier that settys up at the "Castle and Faulcon" in Aldersgate Street, one firr box directed to Your Honours containing the quarter book,* debentures,* damages, and over-entrys * in this port for the quarter ended at Michaelmas last, to which I most humbly refer. Likewise I have sent a draught or plan of this port and harbour, which is agreed on all hands here to be done excellent well and true. The charge I am afraid will be thought high. The man that did it was a full $\frac{1}{4}$ of a year about it, and had two or three men always with him to measure the ground which he did exactly, and he could have had £40 for it to have it engraved on a copper plate and he will abide by it that every part of it is true.

15.

3 June 1715

Complaint having been made that small vessels laden with corn from Wales are frequently delayed by the apathy of the Liverpool Customs and that certain oppressive levies are made, the officers state that the shipmasters fail to bring their papers to the Custom House, and keep "on the Cheshire side" so as to get up to Warrington before reporting (presumably to avoid the Liverpool water bailiff's levy of 1 bushel per 100). "Bushelage" is charged at Warrington also, but this is a corporation, not a Customs, impost.

¹ The context of this letter has been dealt with in my paper, "The Customs Cruisers of the North-West in the Eighteenth Century", *Transactions, Historic Society of Lancashire and Cheshire*, IC (1947), 41-61.

16. Board to Collector

3 September 1715

Application has been made to us by Sir Thomas Johnson ¹ for liberty to discharge a vessel belonging to him in the dock lately erected and finished at your port lately arrived with a loading of deals, etc. . . . from Norway, and the said dock being as he alledges in strictness within the limits * of the port for discharging ships, you may permit the said ship to discharge in the dock as desired if you have no real objection thereto and it will be no additional charge to the Revenue.

17.

20 September 1715

The Lords Commissioners of His Majesty's Treasury having signified his Majesty's pleasure to us for giving the necessary directions for making a diligent search of all vessels and passengers coming from France, and for securing all persons who are not provided with a pass from the Earl of Stairs ²; You are in a particular manner to take care that His Majesty's pleasure so signified be put in execution with all diligence possible, and the officers are to apply to the next magistrates when they shall have occasion for their assistance in the performance of this service and you are to give it in charge to the sloops and boats belonging to the Custom House to look out for suspected passengers.

18.

24 September 1715

By the Commissioners' directions I send you inclosed ³ His Majesty's proclamation for apprehending Sir William Wyndham, Bart.⁴ which you are to communicate to all the officers of the Customs in your port and district, and you and they are strictly to use all endeavours for apprehending and securing him accordingly.

19. Collector to Board

11 October 1715

Pursuant to Your Honours order of the 16th June last, We ordered Mr. William Rishton, Tidesman,* to reside at Preston for one quarter of a year on tryall, which he has performed accordingly; and its our humble opinion that it would be very convenient to continue one there, it being a place of the greatest smuggling in this country and no officer settled

¹ It is not clear why Johnson, who was of course a noted merchant of the port, approached the Board direct on what appears to be a routine matter.

² John, 2nd Earl of Stair, ambassador to France.

³ Not transcribed.

⁴ Sir William Wyndham, a sincere Jacobite, had been Chancellor of the Exchequer under Anne, but was dismissed by George I. He was arrested during the affair of 1715, and committed to the Tower.

Collector to Board]

within six or seven miles of the place of discharge. And its our joynt opinion that the service cannot be performed as it ought to be (the winter especially) without the allowance of a horse, and the said Rishton has been at more charge than ordinarily by being from his family during this time for which he humbly craves Your Honours consideration. All which is most humbly submitted.

20. Board to Collector

27 October 1715

We have received your letter of the 22nd instant relating to the New Dock at your port proposed to be made a place of landing and shipping goods, and we direct you that you consider and report to us your opinion how the Revenue can be secured by the method ¹ of carrying the goods through the Strand from the place of landing to the place of examination.

21.

8 November 1715

We have received yours of the 11th ultimo with the remarks of William Rishton, Tidesman * at your port, whom you appointed to reside at Preston pursuant to our direction of the 10 June last, and you being of opinion that it will be necessary to continue an officer there, it being a place of great smuggling and no officer settled within severall miles thereof, and that he cannot perform the service required of him as he ought to do without an allowance for a horse. We agree that you continue the said Rishton at Preston allowing him ten pounds per annum for keeping a horse from Michaelmas last for six months on tryall.

22. Collector to Board

8 November 1715

States he has sent up a list of monies due under bonds for duty in case of any misfortune should happen to the books or bonds at this time. *Has also sent bills of exchange for* £1203 11s. 2d. which is all the bills I have or can gett, and for cash I have but about £160 by me which I have just received, and hope the rebells will not come this way to meddle with it. . . . They are certainly at Lancaster on Sunday night last, and by the best account, are not above 400 good horse manned with gentlemen etc. and about 200 scrubbs and about 700 foot, meanly arm'd and cloth'd. They are expected tonight or tomorrow at Preston, and we hope they will take the road from thence to Manchester; if not we may expect 'em in a day or two, and must take the fate of our neighbours. We are very

¹ The standing regulations required the official examination to take place, and the charge to duty to be raised, at the place of landing.

Collector to Board]

happy in having a most zealous mayor for KING GEORGE, and are not much afraid of 'em, and for my part I shall not be wanting to venture my life and all I have for his Majesty King George, whom God long preserve and so good a cause. It's said some papist gentry of this country, and servants, have joyned them, but not many. Yett we continue to secure some works we have made and planted cannon on them, and will not be made slaves if possible.

Nath. Smith.

23. Board to Collector

10 November 1715

We have received yours of the 6th instant informing us that you have been alarmed by the approach of the rebels in your parts, and we recommend it to you in a particular manner to secure the books bonds and other papers relating to the Collection, keeping those belonging to your self in one place and those to your Comptroller * in another.¹

24. Collector to Board

7 February 1716

Accounts at this period sent by the carrier that sett's up at the " Castle and Falcon " without Aldersgate. The usual fee is 1½d a lb, but in winter this is raised to 2d a lb for small parcels. (Occasionally the accounts sent by the Chester Coach which sett's up at the " George " without Aldersgate. When the Collector is called to London by the Board, he travels by the Chester Coach.)

25. Board to Collector

11 April 1716

Having in the absence of the Commissioners received a letter from the Right Honorable the Lord Townshend, his Majesty's principal secretary of state, signifying His Majesty's pleasure that without loss of time the Commissioners should send the strictest orders to all the officers in the several ports to make diligent search as to all passengers and to be as watchful as possible for discovering Mr Foster ² who has this morning made his escape out of Newgate, to prevent his getting out of the kingdom, I thought proper for His Majesty's service to give you immediate notice hereof.

¹ Because the essential function of the Comptroller * (and his books) was to be an independent check upon the Collector (and his books).

² M.P. for Northumberland. He led the futile rising in England (in so far as it was led by anyone), but surrendered at Preston on 14 November 1715. He escaped from Newgate a few days before the date fixed for his trial, made for the coast of Essex and got over to France.

Board to Collector]

The description of Thomas Foster, Junr. Esqr: He is a person of middle stature inclining to be fatt, well shaped except that he stoops in the shoulders, fair complexion'd, his mouth wide, his nose pretty large, his eyes grey, speaks the northern dialect and is about 35 years of age.

As an encouragement to the officers to use their utmost care and diligence, inclosed ¹ is his Majesty's proclamation promising a reward of a thousand pounds for any person who shall take Mr Foster.

26.

24 April 1716

Haveng been informed that some of the officers at Lancaster (particularly Hunt ²) have drunk the pretender's and other disaffected healths, We direct that you inquire into the character behaviour and affection of the officers at that port, and that you report the same to us.

27.

5 May 1716

The Right Honourable Mr Secretary Stanhope, having signify'd His Majesty's pleasure to the Commissioners that the necessary directions be forthwith given to the several officers of the Customs that they do with the utmost diligence look after the persons ³ under-mentioned who have made their escape out of Newgate and endeavour to seize them, requiring the assistance of the magistrates of the place both for apprehending and securing them in safe custody when taken, for which a suitable reward will be given for every one of the persons who shall be seiz'd, the Commissioners direct you and the several officers in your port to use your utmost care herein accordingly.

William Mackintosh,⁴ Chas Wogan,⁵ Jas Talbot
Robt Hepburne,⁶ William Dalmahay,⁷ John Taskar
John Mackintosh, Alexander Dalmahay.

¹ Not transcribed.

² Edward Hunt was a Tidesman at Lancaster. Thomas Briggs, Riding Surveyor for Lancashire, Westmorland and Cumberland, was sent from Liverpool to hold the disciplinary inquiry at Lancaster, and in the result, Hunt was dismissed the service (Lancaster letter-books, 24 April and 12 May 1716).

³ This was the escape of "Old Borlum" and fourteen others.

⁴ Brigadier-General William Mackintosh of Borlum, the energetic leader in Scotland who crossed the Forth, marched on Edinburgh and joined forces with Forster. He surrendered at Preston, escaped, returned to Scotland, and was out again in the '19.

⁵ A brigadier in the Spanish service, he was one of those who "arranged" the

Board to Collector]

[*Description of William Mackintosh*] He is a raw-bon'd man about sixty years' of age, fair complexion, beetle browed, grey eyed and speaks broad Scotch.

28.

4 September 1716

The Lords Commissioners of His Majesty's Treasury having signified to this Board that there are at St Martin's in France a Dutch built dogger with French colours mann'd with Scotch, laden with salt under which are between 40 and 50 chests of arms, bound for North Britain, and at Rochel an English built vessell of about 40 tons, with the figure of a woman in her head, and the like number of arms and bound for the same place ; You are pursuant to his Royal Highness's pleasure to seize and secure those ships if they shall arrive on your coast, giving immediate notice thereof to the Commissioners.

29.

6 September 1716

Our Solicitor to whom we referr'd the draught of a lease for the Custom House, burning house,* watch house, and yard at your port, having reported to us that he has no objection thereto, We agree that you execute the same in the behalf of His Majesty.

30.

27 September 1716

We being informed that William Purchase, Waiter * and Searcher * at Meals, his wife is a roman catholick and that he suffers his children to be educated in the same religion, you are to examine and report to us the truth thereof with your opinion.

31. Collector to Board

23 October 1716

Account of travelling expenses.

Thomas Briggs, Surveyor, for a journey to Lancaster and Westmorland. Under Board's order (on the scale "60 to 70 miles off") for himself, two horses and a man. 9 days at 8/4

£3. 15. 0.

insurrection in the north of England. It was Wogan who brought the Old Chevalier's bride to him in 1719.

⁶ The romantic story of the escape of Hepburne of Keith is retold by Scott in *Tales of a Grandfather*.

⁷ Another Irishman who like Wogan was one of those entrusted with the negotiations before the rising.

Collector to Board]

Nathaniel Smith, Collector, for a journey under Board's order to Bank Quay (on the scale "20 miles off") self, man and two horses, 2 days at 10s.

£1. 0. 0.

The above journey at same time by Thomas Briggs, self and horse.

10. 0.

The Collector, one servant and two horses, with the Surveyor and three other Officers. 1 day's journey to Bank Quay.¹

£1. 10. 0.

32. Board to Collector

31 October 1716

Having taken into consideration your letter of the 16th instant relating to William Purchase, Officer at Warrington, you are to dismiss him from that employment, taking care that the service does not suffer till another is appointed in his stead.

33.

29 November 1716

Being informed that Mr George Tarvin Mr William Stoakes Mr Samuel Newborough and Mr Wybeard Salley, officers at your Port, are disaffected to His Majesty and government, we direct that you carefully inquire into the truth thereof and report the same to us with your opinion.

34.

15 January 1717

Having taken into consideration the charge and answer of Mr George Tarvin, deputed Searcher * at your port, we have proceeded to his dismissal and you are to cancel his deputation. And it appearing that Mr William Stoakes, one of the Landwaiters * at your port, has spoken disrespectfully of a person of quality, you are to admonish him carefully to attend his duty for the future without concerning himself with matters that do not relate to him.

35. Collector to Board

January 1717

*In sending the accounts for Michaelmas quarter 1716, the Collector remarks that the number of entries * is the largest ever sent from the port. Nearly 1000 entries out and in and the amount of duty (cash and bonds) nearly £50,000.*

¹ Bank Quay, Warrington.

36. Board to Collector

22 July 1718

The Commissioners, the better to prevent the officers asking leave to be absent on frivolous occasions that they may more duly attend their duty, are come to a resolution to make a deduction on the granting leave to officers to be absent on their own affairs of $\frac{2}{3}$ rds of their respective salaries, and have directed me to acquaint you therewith.

37.

18 December 1718

Inclosed ¹ is a copy of an order of His Majesty in Council for seizing and securing all Spanish ships, effects and marriners, and you are to give due obedience to His Majesty's pleasure therein contained, and forthwith to give us an account of what you shall do in pursuance of this order. You have also inclosed His Majesty's declaration of warr against the king of Spain for your information and government.

38.

23 June 1719

There having been laid before us a proposal of Mr George Tyrer for building a new Custom House at your port inclosed ² we send you a copy of the said proposal and you may acquaint Mr Tyrer that we shall be willing to contract for the building of a Custom House at the dock provided the rent thereof does not exceed the rent of the present Custom House and that the person contracting agree to make the same conveniences for officers storehouses, and a burning house* for damaged tobacco as are at the present house, with such further convenyances as shall be judged necessary And take off the lease of the present Custom House. And in case Mr. Tyrer shall agree thereto you are to lay before us his proposal and your opinions etc . . .

39.

4 July 1719

Mr Norris and Mr Peters having laid before us a memorial of Mr Morecroft, owner of the present Custom House at your port, proposing the building a new Custom House at the head or east end of the dock fronting the gates or entrance thereof; Inclosed we send you a copy of the said memoriall with a draught or plan of a Custom House, formerly transmitted by the said Moorcroft, and we direct you to consider the said draught, and in case Mr Moorcroft will engage to build a new Custom House at the east end of the dock, we shall be ready to take a lease thereof, allowing him the same rent as is paid for the present Custom House, provided Mr Morecroft will discharge His Majesty from the lease

¹ Not transcribed.² Not transcribed.

Board to Collector]

he has in the present Custom House, and will either build a new house for burning damaged tobacco or else grant a lease of the burning house * made use of at present without any addition of rent. . . .

40.

II August 1719

We have received your letter of the 20th of last month relating to the building a new Custom House at the head of the dock at your port, and having consulted Mr Ripley,¹ an able builder on the modell² sent up by Mr Morecroft, he having some objection to the said modell has laid before us another plan of the middle story and an upright³ which will not exceed the charge of that proposed by Mr Moorecroft's modell, provided the walls of the said modell be of the same thickness and the stories of the same height as proposed by Mr Ripley. You are forthwith to report to us whether he or yourselves have any objection thereto that no further time may be lost in perfecting the agreement with Mr Moorecroft and in obtaining a Commission for the making lawfull keys at the dock.

Mr. Ripleys observations on New Custom House. Abstract.

Ought to stand clear of all other buildings.

Chimneys are ill placed, as at side of building and must consequently be as high as the roof, will in any great wind be in danger of blowing down.

Archs of archade much out of proportion, pillars which carry front too slight.

Archade too large : occupys half ground floor.

New Plan by Ripley.

Foundation of out walls	3 bricks thick.
Foundation of partition walls	2½ bricks thick
Cellar story	8 feet high, clear.

¹ This is the Thomas Ripley who was *now* busy rebuilding the London Custom House after the loss of Wren's building in the fire of 1714. E. H. Rideout says that Ripley built the London Custom House in 1712 (*The Custom House, Liverpool* (1928), 6n.) but in fact it was built in 1718-21.

² Model = "plan" in the sense in which Shakespeare used the word, "When we mean to build, we first survey the plot [site], then draw the model" (*J Hen. IV*, i, iii).

³ Upright = "front elevation" in the sense in which Horace Walpole used it: "there are several ground plans of the palaces . . ." but "not many uprights" (*Anecdotes of Painting in England*, Vertue).

This seems to associate Thomas Ripley with the façade of the Liverpool Custom House much more directly than has hitherto been acknowledged.

Board to Collector]

Next story	10 feet high, clear.
Out walls of these 2 storys	2½ bricks thick.
Partition wall of these 2 storys	2 bricks thick.
Story one pair of stairs	12 feet high
Upper story	8 feet high
Out walls, these two	2 bricks thick.
Partition walls, these two	1½ bricks thick.
Parrapet walls	do.

I have not drawn a turrit or cupulo, but if it be thought convenient the building will admit of it.

Archade or piazza to be only betwixt wing and wing—large enough.

I have fixt a scale to the design that they may find the bigness of every room.

41.

16th February 1720

The Board considered the procedure in Liverpool whereby goods from abroad were discharged by sufferance at places other than legal quays,* and accompanied by "Ticketts" ¹ showing the marks and numbers of the packages and the carman's name, to the King's Beam in the Custom House yard for weighing and examination. This procedure might continue until the new Custom House is built and the keys of the dock made free. But in regard to the goods are landed at the New Dock for the accommodation of the merchants and the despatch of the business, we think it is reasonable that they should be at the charge of an officer to attend the removal of goods.*

42. Order of Council

23 August 1720

Their Excellencies, the Lords Justices in Council.—Upon information of the plague being broke out at Marseilles, their Excellencies, the Lords Justices in Council, are hereby pleased to order that the Commissioners of His Majesty's Customs do forthwith send the proper directions to their officers at the severall ports to prevent the landing any goods passengers or seamen from on board any ships coming from the Mediterranean till further order.

[signed] Temple Stanyan.

43. Board to Collector

3rd October 1720

The Commissioners having received an account that three French ships lying near St Malo that came from the Streights and on board

¹ Called in London "pricking notes", because they were "pricked" in such a way as made later amendment impossible.

Board to Collector]

of which 75 men dyed of the plague which has been represented to their Excellencies the Lords Justices, and in pursuance of their Excellencies' commands signified by Mr Delafaye in his letter of the 30th ultimo, you are to give it in strict charge to the severall officers at your port to use their utmost care and diligence in pursuing the method already prescribed to prevent the infection from spreading into His Majesty's dominions.

44.

24 November 1720

Having this evening in the absence of the Commissioners received letters from Scotland concerning the plague being broke out in the Isle of Man,¹ and signifying His Majesty's pleasure that effectual orders should be forthwith sent that no ships vessels or boats coming from the said Island be suffered to come into any port of England, but be drove out and forced back to sea, I thought it proper to give you this notice that no care may be wanting in the officers of Customs in yielding due obedience to His Majesty's commands.

[Signed] Chas. Carkesse [*Secretary.*]

45.

23 January 1721

His Majesty having been pleased pursuant to an address of the House of Commons of this date to command that the strictest orders be given to the officers of the Customs and all others to whom it may concern that they take effectual care to prevent Mr Robert Knight the cashire or any of the directors or other officers of the South Sea Company from making their escape out of the kingdom, you are in obedience thereto to take all possible care that His Majesty's pleasure be duly observed.

46.

14 February 1721

We received your letter of the 7th inst. acquainting us that the *Henrietta* John Kivish master, from the Isle of Man, having on board some passengers and a great many letters, and praying our directions for disposing of the letters, and for answer you are to cause the letters to be dipt in vinegar and smoakt, and then delivered into the post-house.

¹ For reference to this occasion in the letter-book of the port of Lancaster, see R. C. Jarvis, "Some Records of the Port of Lancaster", *Transactions*, Lancashire and Cheshire Antiquarian Society, LVIII (1945-6), pp. 133-7.

47. Board to Collector

3 August 1721

We have had under consideration your letter of the 7th ultimo with an estimate of the charge of fitting up and providing necessaries wanting for the several officers in the new Custom House at your port. And observing that you have laid out more rooms and mentioned more chairs than are wanting for the service of some of the officers, we have caused the enclosed account to be drawn out of what we judge necessary, being of opinion that one office will be sufficient for the Searcher * and Coast-waiter * and one for the Surveyors. And that there can be no occasion for the consulting room, whereby will be saved to the crown £23 10s. 6d. of the charge proposed besides what may be saved out of the article of eight pounds for exchanging the old clock for a new one, which we think is a very unreasonable demand for a plain clock. . . . And you are to place the charge of £78 10s. 4d. after deduction of what can be saved in the article of the clock to the Collector's account of incidents. . . .

An Estimate of the Charge of Fitting up the New Custom House.

The Long Room.*

A press 9 feet wide & 8½ feet high with folding doors & partitions with shelves to keep the books & papers in . . .	£4	6	0
A new clock (with change of the old one value £2) . . .	8	0	0
A new writing table with drawers & covering with kersey edged with leather & fitting up the old table & pins to hang the files on	8	7	6
A grate, fire shovell, tongs, poker & fender	2	10	0
	<u>23</u>	<u>3</u>	<u>6</u>

The Customers * Office.

Two presses at the chimney side both made close . . .	£4	0	0
A new writing table covered with cloth & drawers . . .	4	0	0
Three chairs £1 2s. 6d. & ten yards matting	2	2	10
A stove grate, fire shovell, tongs poker & fender . . .	2	0	0
	<u>12</u>	<u>2</u>	<u>10</u>

The Collectors Office.

A press at the chimney side with doors shelves partitions hinges bolt and lock	£2	10	0
For altering & making an addition to the writing table, shelves & pins	3	0	0
A grate, fire shovell, tongs, poker & fender	2	0	0
Three new chairs (the old ones to serve in other rooms) . . .	1	2	6
Twelve yards of matting	1	4	0
	<u>9</u>	<u>16</u>	<u>6</u>

Board to Collector]

The Comptrollers * Office.

Shelves on both sides the chimney with partitions . . .	£1	10	0
The old table to be mended & covered & 2 drawers in it . . .	1	1	0
Two chairs		15	0
A grate fire shovell, tongs poker & fender	2	0	0
	5	6	0

The Searchers * & Coastwaiters * Office.

Shelves on both sides the chimney & partitions . . .	£1	10	0
Addition to the Writing Table, Shelves & Pins . . .	1	10	0
Three chairs		16	0
A grate fire shovell, tongs poker & fender	2	0	0
	5	16	0

The Land Surveyors * Office.

A grate fire shovell & tongs poker & fender	£1	0	0
Shelves at the chimney piece & pins for files	1	10	0
Addition to the old writing table & covering	1	10	0
Three chairs		15	0
	4	15	0

The Landwaiters * Office.

Shelves on each side of the chimney and making an addition to the old table & covering it	£4	10	0
A grate fire shovell & tongs poker & fender	1	0	0
	5	10	0

Two Store Rooms for dry goods.

Shelves pins & other conveniences	£5	0	0
Great cellar stillages	3	0	0
Shelves & stillages in the other cellars	4	0	0
	12	0	0

[Total £78 10 4]

48.

17 August 1721

His Majesty having been pleased to promise a reward of £100 for the apprehending one Captain John Coombs who lately shot John Lamb, a waterman belonging to the Customs, and a reward of £20 each for each of the other persons who were in company with the said Coombs when the fact was done, upon conviction of the offenders or any of them as will appear by the enclosed *Daily Courant* of this day ; you are to give it in strict charge to all the officers of your port that in case the said Coombs

Board to Collector]

or any of the persons mentioned in the inclosed advertisement shall appear in your ports, they may be apprehended and carried before a magistrate to be committed to prison according to law. And you are to cause publick notice hereof to be fixt at the Custom House and other such publick places as you shall think proper giving the Commissioners an account of your proceedings.

49.

17 April 1722

The Commissioners observing that the new Custom House being finished, the landlord left the keys thereof with the Collector at Midsummer last, we direct that you remove the officers there without further loss of time, as we expected you had done before, and in regard the keys were delivered to the Collector at Midsummer, we think it reasonable and direct accordingly, that you pay the rent of the new Custom House etc. from Midsummer but the rent of the old Custom House to cease from that time. Furthermore, having had recourse to our letter of 3rd August last directing the several Offices in the new Custom House to be fitted up we are at a loss to know what you mean by saying in your above letter that the Christmas holydays wou'd be a proper time to fit up the several offices with the old materials.

50.

24 April 1722

We direct that in regard, the goods are now landed at the dock by sufferance,* that the officers do attend and examine them, which will lessen the present charge both to the Revenue and the merchants. And we do expect that the officers be removed accordingly without further loss of time, letting the landlord know that we shall abide by our former decision of paying rent for one Custom House only.¹

51.

11 July 1722

My Lord Cartaret, one of His Majesty's principal Secretaries of State, having signified to the Commissioners his Majesty's commands that a strict and diligent inquiry be made after the vessell within mentioned and the several persons therein described, three of which are said to be Irish and the other a French man, who were taken on board the ship at Cork as passengers for Nantz, and having murder'd the master and crew at sea and have since kept possession of her, having made some alterations in

¹ The background of this situation has been dealt with by E. H. Rideout, *The Custom House, Liverpool* (1928), 10-12.

Board to Collector]

order to disguise her ; and that this inquiry be made in such a manner as not to give too great an alarm and thereby prevent its taking effect, you are to use all possible diligence in searching for the said vessel and persons taking care that it be done with privacy.

52.

6 August 1722

My Lord Townshend, one of His Majesty's principal Secretaries of State, having signified His Majesty's commands that directions be given to the officers of the Customs to examine very strictly any person that shall attempt to pass beyond sea, and to use their utmost diligence in seizing John Sample who was a prisoner in custody of a messenger¹ for high treason but made his escape last night.

John Sample is a young man, middle sized, hath a longish face, very little marked with the small pox, and freckled grey eyes. Nose somewhat high and aquiline, his eyelashes white inclining to red, his eyebrows and hair red. He is well shaped and rather lean. He had on a light wig and a gray coat trim'd with black.

There is an advertisement in the *Daily Courant* of this day offering a reward of £500 for taking the said Sample, of which you are to acquaint the several officers of your Port.

53.

19 October 1722

My Lord Townshend having by his letter of the 17th instant directed the Commissioners to give orders to secure one Hampton Mason, master of the *Hampton and Elizabeth*, freighted with a valuable cargoe at Rotterdam and bound for Malaga in Spain, and clandestinely came with the same on the coasts of Lincolnshire and Norfolk, and there sold the said cargoe and afterwards the said ship was burnt near Yarmouth ; and the merchants concerned, Messrs John Butler, David Miln, and Robert Willimot of this City having promised a reward of fifty pounds to any person who shall apprehend him or cause him to be apprehended and brought to justice ; you are to acquaint the several officers and direct them to use their utmost diligence in apprehending and securing the said Mason.

He is about thirty years of age, of low stature, black hair under a light periwig, black full eyes with much white and some freckles in his face. A dark brownish complexion and went away in a grey coat.

¹ A crown official, under the control of the secretary of state, who is employed to apprehend state prisoners or to keep them in custody.

54. Board to Collector

27 November 1722

Having received information from the Secretary of the Customs in North Britain that James Younger who lives near Wigton is now in the Isle of Man taking in no less than 12 thousand gallons of brandy with intention to run the same on some part of your coast as he hath lately several large quantities, we direct that you give it strictly in charge to the several officers of your port and on the coast to be very carefull to prevent the running any part of the said brandy on your coast.

55.

3 January 1723

You are to admonish the Collector to avoid all unnecessary quarrells and disputes with any of the officers of the port and to live quietly and friendly with them for the future according to our former directions of 16th of October last, otherwise we shall be obliged to proceed in another manner for the services of the Revenue.

56.

12 July 1723

[*Extract of letters from the "magistrates of health" at Venice :—*] We have received certain advices that a ship belonging to Province came from Alexandria in Egypt and that she went to Tunis, the plague on board, eight men, viz five passengers and three seamen, being dead of the infection. We have also advice that an English merchant ship concerning which we have not been able to learn either the captain's or the ship's name, was gone to Algiers coming from Alexandria, on board which several persons were dead of the plague.

57.

13 August 1723

A Commission having passed the Court of Exchequer for appointing such further places at your Port as shall be found convenient for shipping and landing of goods and merchandize there, wherein you are named Comissioner for the execution thereof, you are to lose no time in executing what shall be found necessary to be done by virtue thereof at your port.

58. Exchequer Commission ¹

19 September 1723

We whose hands and seals are hereto set and affixed being eight of the Commissioners named and in and to whom with others the Commissioners

¹ Annulling the settlement of 1680 :

The settlement of the extent bounds and limits of the port of Liverpoole in the County of Lancaster, A member * of the port of Chester, in the County of Chester ;

Exchequer Commission]

hereto is directed for ascertaining the present settlement of the extents bounds and limites and privileges of the said member * port of Liverpool and for settling further quays and wharfs there and for the doing and executing the several matters and things in and by the said Commission appointed relating to the said port of Liverpool in the said Commission mentioned in pursuance of and in obedience unto We humbly certify to the Right Honourable the Barons of his Majesty's Court of Exchequer at Westminster that by virtue of the said Commission we did on the 20th day of August 1723 at several days and times as well as before as afterwards personally repair into the said port of Liverpool and carefully did search and survey the present open places there and thereabouts and the New Dock or bason there lately made for security of all ships trading to and from that port and the quays and wharfs which encompassed the same which dock is situated and distant from the south side of Red Cross Street and in Liverpool aforesaid through Strand Street to the north west corner of the dock 180 yards and containing in the whole 665 yards about including the entrance from the outward gates thereof and by virtue of the said Commission we do hereby set down and appoint and settle the extent bounds and limits of the said port to contain and be as followeth that is to say :—

From Redstones in Hoylake on the Point of Wirrall southerly to the foot of the river called Ribble Water, in a direct line northerly and so upon the south side of the said river to Hesketh Bank easterly and to the River Astland and Douglas there and so all along the sea coast of Meals and Formby into the River Mersey, and all over the Rivers Mersey Irwell and Weaver.

And by virtue of the said Commission we have assigned and appointed and by these presents do assign and appoint the several open place or places hereafter mentioned to be places keys and wharfs respectively for the landing and discharging loading and shipping of any goods wares or merchandizes within the said port of Liverpool being meeted limited and bounded as follows that is to say :

From the north side of a certain place which lies to the northward of Chappel Street end called the Hole and the Shilly patch to the end of

and the lawful place key or wharf within the same : Returned into the Court of Exchequer, *Termino Sancti Michaelis, Anno Tricesimo Secundo Regis Caroli 2^o.*

We do hereby sett down appoint and settle the extents bounds and limits of the said port to be as followeth, that is to say : from the Red Stones of the Point of Worral Southerly, to the foot of Ribble Water in a direct line, northerly, and so upon the south side of the said river to Hesketh Bank easterly.

And the lawful place key or wharf within the same : That open place, from the end of Redcross Street southerly, to the Shilly Patch northerly, being about five hundred yards distant in length and bounded by the town of Liverpool easterly and the river westerly.

Exchequer Commission]

Red Cross Street southerly being about 500 yards distant in length and bounded by the town of Liverpool easterly and the said River Mersey westerly, which said place and places so assigned and appointed as aforesaid are in our judgments and discretions most convenient and fit for the uses and services aforesaid and from the outward gates of the said dock on each side of the entrance into the dock and all along the quays and wharfs thereof at each end and on each side of the said dock containing 665 yards about as aforesaid as they are now bounded by the buildings fronting the said wharfs or quays which said wharfs or quays are in breadth on the north side from the outward gates to the east end or the uppermost part of the dock 15 yards and at the east fronting the Custom House and all along that end 25 yards and on the south side to the buildings on the north west end or corner of Mersey Street 10 yards and 1 foot and from thence to the said outward gates on the south side 15 yards all which said quays and wharfs so assigned and appointed as aforesaid are in our judgments and discretions most convenient and fit for the uses and services aforesaid and for examining and dispatching of all goods wares and merchandizes upon to and from all ships and boats lying and being within the said dock and entrance and we do by these presents set down appoint and settle the extents bounds and limits of the said several and respective places quays and wharfs to be as aforesaid and we do hereby and by virtue of the said Commission utterly prohibit disannul make void determine and debar all other places within the said port of Liverpool from the privilege right and benefit of a place key or wharf for landing or discharging loading or shipping of any goods wares and merchandizes as aforesaid except as in the said Commission is expected.

In testimony whereof we have hereto humbly subscribed our names and affixed our seals the 19th day of September, 1723.

Edw'd Ratchdale, Mayor
 R'd Peters, Town Clerk
 Nath. Smith [Collector]
 P. Brooke, Deputy Customer *
 W'm Sims
 W'm Stokes
 J. Digby
 Jo. Bentley.

59. Collector to Board

15 October 1723

Mr Moorecroft, landlord of the king's Custom House here, having been out of town some time on his own private affairs, we did not pay him the

Collector to Board]

rent of the Custom House for one year due at Midsummer last till the 17th ultimo, and wee have sent up his receipt this post to the Receiver-General * for £100 on part of the £500 advanced him by the crown for building and perfecting the new Custom House here. And the Custom House being entirely fixed and all things in good order, wee think it would be fitt and convenient to have a new lease drawn and prepared.

60.

26 November 1723

Pursuant to your order of the 19th instant we shall take all due care to make a deduction of $\frac{1}{3}$ of Mr John Woodruffe sallary during his absence. As there is not much business at present he may be spared for some time, but when the whole dock is settled for landing and shipping goods, then it will require all the Land-Waiters * and all will be little enough and especially when business comes on which is now pretty well over for this season.

61.

2 December 1723

On Sunday last arrived the *Hope* of Liverpool, 130 tons with sugar and cotton from Antigua ; also the *John and Phoebe* of Liverpool, 60 tons from Dublin with wool and 35 barrels Irish beef. *Ship and beef detained.*¹ I shall meet with the utmost opposition from the whole town, but I hope I shall not suffer for detecting such a common nuisance.

62. Board to Collector

3 December 1723

Having before us a petition of the merchants and tradesmen and dealers in merchandize at Preston setting forth the great increase of trade there and praying that the Custom House may be removed from Poulton to Preston for the better accommodation and despatch of business we herewith ² send you a copy of the said petition and direct that you consider the same and report to us a true state of the case.

63. Collector to Board

4 February 1724

As to pending opinion by Attorney-General on the John and Phoebe detention above. The owners threatened the Collector with legal proceedings, and the master took the ship to Ireland and relanded the goods.

¹ Prohibited goods.

² Not transcribed.

64. Collector to Board

6 March 1724

The Controller in the Isle of Man complains of the "discouragement" he meets with. Cannot do the revenue the service he would wish, and smuggling increases.

65. Board to Collector

15 August 1724

Having received a letter of 11th instant from the Deputy-Comptroller * complaining that the Collector refuses to lett him count the king's money into and out of the chest as usuall, and as it is incumbent on him wee doe expect that the Comptroller * be dayly permitted to take a satisfactory account of the cash when putt into and taken out of the king's chest,* pursuant to the former orders of this Board, that he may by a due check on the Collector in soe materiall as he is to be in all other parts of his duty, for in case of any failure therein wee shall take other measures for the security of the Revenue.

66.

5 September 1724

Having had under consideration the Collector's letter of the 20th ultimo in answer to one from this Board of the 15th on a complaint from the Deputy Comptroller * that the Collector refused to suffer him to take a satisfactory account of the king's cash when putt into and taken out of the chest, and observing that there are very great animosities between the Collector and Deputy Comptroller * which must unavoydably be attended with ill consequences to the revenue; we do hereby finally admonish them to lay aside all disputes and all quarrells and that they live together in a friendly manner for the future agreeable to the repeated orders of this Board for the better carrying on the service of the Revenue avoiding all vexations to each other.

67.

17 October 1724

Application having been made to this Board by the Masters Wardens and Assistants of the Trinity House of Deptford Strond and by the proprietor of the Harwich, Dungeness, Foreland, Winterton and Orford lighthouses,¹ you are agreeable to their desire to give it in strict charge to all the officers of your port to be assisting on all occasions to the deputies of the proprietors of the severall light-houses aforementioned,

¹ This was an extension of the services already statutorily rendered by the Customs to Trinity House in respect of Eddystone, whereby no officer of the Customs granted any cocquet * or other form of clearance to a vessel until he was satisfied that the appropriate light dues had been paid (4-5 Ann., cap. 20, and 8 Ann., cap. 17, sec. 2).

Board to Collector]

as of all other lighthouses, for the better recovering and collecting the duties due to them in such manner as the officers of the Customs are particularly required and enjoined by ye respective grant for that purpose, the trade & navigation of this kingdom and consequently the advantage of this Revenue depending very much thereon.

68. Collector to Board

17 November 1724

Mr. Thomas Seel, tobaccoist, buys much tobacco stalk in the country for shipment. Seel declares he will ship the stalks in spite of the Collector. The other officers will not support their chief, being "treated" by Seel. If the Collector thinks there is more stem than should be in Seel's exported tobacco, the other officers say the tobacco is very good. Collector states that in this way Seel has made much.

69.

17 November 1724

*[Out of sequence.] After many attempts, has secured appraisement of certain damaged tobacco ; has never experienced so much fatigue as in trying to get this done, the officers refusing to act for fear of disoblighing the tobaccoists, who treat them " so often and hansomely " and the townsmen also refusing. Has at length got as appraisers a noon-tender * and a cheesemonger. The certificates of shipment of the parcels found damaged show the weights as much greater than those found at appraisement (720 lbs turns out 505) (2000 lbs turns out 1336). Thus he believes the Liverpool officers did not weigh the goods on landing.*

70.

8 December 1724

I have lately discovered and detected a most notorious fraud in this port in the exportation of roll tobacco to the Isle of Man etc., scarce to be equalled in North Britain, by which the Revenue, I may venture to say, hath lost ten thousand pounds *per annum* by shipping of tobacco stalks roled up in a large twist and thinly covered over with tobacco, and most of the roles in the inside filled up with sand dirt and all manner of rubbish, besides the tare allowed on each truss double of what it really was ; and I am tould some of our merchants carry on the same fraudulent trade in Glasgow etc. and offered £50 per annum for one skilled in this trade to go thither to work it up after the same manner.

71. Board to Collector

18 February 1725

The Lords of the Admiralty having signified to the Commissioners that the Lord Towenshend, His Majesty's principal Secretary of State,

Board to Collector]

had transmitted to their Lordships an affidavit setting forth that a pyrate ship did on the 24th ultimo put into the roads of Keston in the Islands of Orkney, that the company have not only plundered several ships but committed murder on the high seas, you are to give notice of the said ship which is hereafter described to the masters of all merchant ships and vessels which may come into your port or district that they may avoid being surprised by her, it being uncertain which way shee will steer her course in case shee get away from the islands of Orkney before shee can be seized or destroyed.

The pyrate ship hath a square stern with a row gally painted thereon, burthen between 160 and 200 tons, about 70 foot in the keel, 13 foot in the hold, flush fore and aft, hath two paterarols ¹ and 16 guns mounted, and can carry 8 more; commanded by John Gew,² alias John Smith, a native of Orkney.

72.

2 March 1725

The Customer * having laid before us an account of the bills of exchange and cash found in the king's chest * the 23rd of February last amounting to £1174^s 4d. of the king's money collected before the removal of Mr Smith the late Collector, you are to permitt and hasten the remittance thereof to the Receiver-General * by Mr Smith or such other person as he shall appoint for that purpose.

73.

17 June 1725

The Officers of Excise and Inland Duties ³ having, by the act of the last session of parliament ⁴ for preventing frauds and abuses in the publick revenues, the same power with the officers of this Revenue in searching and rummaging ships for arack, rum, coffee, tea and other exciseable goods, the Commissioners direct you to recommend it to all

¹ Pedrero (a word of many corrupt forms), a gun for discharging broken iron, grape or partridge shot.

² The original of Scott's *Pirate*, the atmosphere of which Scott absorbed on a northern voyage as the guest of Robert Louis Stevenson's father, a Commissioner of the Scottish Lighthouse Commission.

³ Certain "Excise & Inland Duties" (e.g. those under the acts, 12 Car. II, cap. 23, sec. 14, and cap. 24, sec. 26) were exigible at the ports. Although under the direction of the Board of Excise, it was usual for the Board, by their deputation, to appoint the Collector of Customs in the port to levy collect and manage this branch of the revenue on their behalf, in conjunction (so far as wet goods were concerned) with the Excise Port-Gauger.

⁴ The act 11 Geo. I, cap. 30, which (by section i of which) was to come into effect on the 24 June 1725.

Board to Collector]

the officers within the district of your port to live friendly with the officers of Excise and join together in promoting the interest of His Majesty's Revenues.

74.

16 October 1725

In pursuance of a warrant from the Treasury we have issued our deputation to Mr John Colquitt to be Collector of Liverpool in the room of Mr Nathaniel Smith, dismissed, and the said Colquitt having given security you are to deliver to him all the books bonds debentures * and all other things relating thereto, and to admit him to the execution of his duty, he first taking the oaths enjoined by law ; and you are to lett him know that it is incumbent on him to qualify himself as the law directs.

75.

23 June 1726

That the officers of the Customs may be informed that they lose their rewards for seizing tea coffee or other exciseable goods if they do not give due notice of such seizures to an officer of Excise,¹ and that they are subject to severe penalties if they deal or trade in tea coffee brandy or other exciseable liquors² ; the Commissioners have caused the two clauses in the act relating thereto to be printed one whereof you will receive enclosed³ which is to be fixt up in some publick place in the Custom House ; and they have ordered a sufficient number to be sent to you which when received you are to give one to each officer by way of instruction that none of them may pretend ignorance.

¹ Part of the emoluments of both officers of Customs and officers of Excise was received from a moiety of certain seizures (out of which the informer's reward, if any, had to be paid), the other moiety being appropriated by the crown. Where the officer had a title to a moiety he had normally to bear himself the cost of prosecution. Where, however, the appraised value of the goods was less than the amount of duty involved, there might be a temptation to arrange a sale of the goods to the original owner, in order to secure a moiety (although of a reduced value) without incurring the cost of prosecution. The legislation of 1718 (5 Geo. I, cap. 11, sec. 24) was reinforced in 1725 (12 Geo. I, cap. 28, sec. 1) so that after 24 June 1726, all forfeited goods were to be proceeded against by the law currently in force. Section 6 of the latter act provided that no officer of Customs should be entitled to a reward in respect of goods liable also to a duty of Excise unless he had given due notice of the seizure to the appropriate officer of Excise.

By sec. 9, tobacco which would not sell for a price at least equal to the amount of the duty was to be burnt.

² The penalties were (1) to be dismissed from office, (2) to be rendered incapable of having any place or employment in any branch of the revenue for the future, and (3) to forfeit the sum of £50 to the informer (if any), (12 Geo I, cap. 28, sec. 8).

³ Not transcribed.

76. Collector to Board

15 July 1726

As to a revenue cruiser to stop smuggling from the Isle of Man. States one, Brooke Richmond, would make a good commander, being a brisk active sailor and used to the sea ; but there should be two cruisers and two boats to row on the Manx coast. Implies that the two managers are concerned in smuggling. There seems to be a spirit extraord'y in the farmers¹ thereof to push on a trade more than what usually has been.

77.

22 July 1726

*The Eubonia arrived from the Isle of Man on the 4th and brought 4 casks containing 300 gallons brandy for the Earl of Derby. Goods entered as Spanish brandy. Collector has tasted the brandy and thinks it French.² Lord Derby admits that one cask is French, but refuses to amend entry * for the other three, insisting that they contain Spanish brandy, which has been in the custody of his servants 14 years. Collector has sampled the goods, and forwards the samples by the Chester coach.*

78. Board to Collector.

23 July 1726

In answer to your letter acquainting us that you can hire³ the vessell called the *Moncaster* to cruize on the coast towards the Isle of Man on the like terms mentioned in the contract for the other vessell belonging to John Brown, we agree to your hiring her accordingly, and you are to take care she is fitted out to sea without loss of time in such manner as is mentioned in our letter of last post. We have granted our commission to Jenkin Lewis to command this vessell, and having ordered him to repair forthwith to his duty you are to pay him the like allowance as the other master has and to take care they are both under oath and security and qualify themselves as the law directs.

79. Collector to Board

16 August 1726

The crews which are hired for to man the two vessells which are now in pay and called the *Royall George*⁴ and *Prince Frederick* are all very

¹ I.e. "farmers" * of the Insular revenue.

² At this period the rate of basic duty on brandy the produce of Spain was £2 2s. od. the tun of 252 gallons, whereas the comparable rate on French brandy was £34 5s. od.

³ At this period revenue vessels were either maintained fully on the establishment * or were hired by contract under slightly varying terms. For a good account of the system in the latter half of the century, see *Reports of the Commissioners appointed to Examine Take and State the Public Accounts*, [John Lane] III (15th Report and Appendices), 145-8 and 609-704. *Moncaster* was renamed *Prince Frederick* (see next item). The "letter of the last post" is not transcribed.

⁴ Earlier *Moncaster*, see note above.

Collector to Board]

good sailers and hired at 23 shillings per month, but that being only the common wages which they have on board every merchant ship and the very lowest that any of them pays, We are humbly of opinion that it would be very much for the interest and service of the government if Your Honours would be pleased to order that each of the said crews should have for their better encouragement some share out of every seizure that is made by their several captains, either of a forth or a fifth or whatsoever Your Honours are pleased to think most proper. We do humbly presume it will make them perform their duty with much more eagerness and cheerfulness.

80.

19 August 1726

*Refers to the Exchequer commission¹ for defining the legal quays * at Liverpool, sent to Board for completion prior to the present Collector taking office. Transmitted when the dock was finished and the building of the new Custom House completed. If it has been sealed and warranted, will the Board send a copy to be displayed publicly in the Custom House? For instead of confining their shipments of tobacco and "debenture * goods" to the legal quays,* some of the exporters perform it on the other side of the town, where the ships lie "on the sands" a mile from the Custom House. The merchants have to bring the goods to the scale in the Custom House yard to be weighed, but there is much difficulty afterwards in witnessing shipment, and Tidesmen * have to be put in charge of them during transit from scale to export ship. Collector thinks all ships should be compelled to use the legal quays.**

81.

19 August 1726

The *Royal George* yacht, commanded by Mr. Richmond, which sailed for the Isle of Man came in here yesterday from that coast. We likewise find from Mr. Richmond that Messrs. Poole and Mr. Gwire, the two farmers² of the said Island who have been there for some time, do exasperate and spirit up the people to make the officers and all persons employed in the service of the government as uneasy as they possibly can to deter them from doing their duty, and gave the like reception to the commander and crew of the vessell till they found their threats and menaces was to no manner of purpose. Mr. Richmond acquainted me that himself and crew was obliged whenever they went ashoare to goe armed as if in an enemies country, and that if Your Honors were pleased

¹ No. 58.

² As to the practice of "farming" the revenue, see *Introduction*.

Collector to Board]

to add two or three men to each of the said vessels it would be of very great service.

The island is full of foreign goods, ready to be run into Great Britain and Ireland, & the two managers on the spot do push on the trade. Collector requests that six "paterarols" ¹ or swivel guns be sent from London. They cannot be procured at Liverpool

82.

10 September 1726

Mr. Richmond, having been blown to the northward by heavy gales, put into Isle of Whithorn, Scotland. On the 3rd saw a boat standing in. Manned his own boat, pursued, and captured her.² Found she had 84 casks brandy. The boatmen produced a bill of lading and a cocket, purporting that the goods were intended to be carried coastwise in the Isle of Man. They urged that they had been blown out of their course, and were putting into Whithorn in distress.*

83. Board to Collector

3 November 1726

We have received a letter from Jenkin Lewis who commands the *Moncaster* brigantine dated the 25th of last month from Whitehaven, that some of his sailors are tenants to Mr Poole, one of the farmers ³ of the Customs in the Isle of Man, and that he has great reason to believe they were corrupted by Poole and his partner to betray his design.—And as the vessell was manned by you pursuant to our orders, you are to report what care you took in hiring the men and whether you had any testimonies of their honesty and whether they are under oath or security for the faithfull performance of their trust.

84. Collector to Board

21 February 1727

Observing by the news last post that there is a considerable press for seamen carrying on now at London, and if the same should continue and be extended to any other parts of Brittain than the River Thames, We humbly offer it to Your Honors consideration that you would please to obtain a press warrant for one or two of the sloops which are cruising on this coast and the Isle of Man to prevent the smuggling trade from thence that they may be empowered to press into His Majesty's Service such

¹ See No. 71n.

² The goods and boat were brought to Liverpool. It was decided, however, that they should be prosecuted under the Scottish control, so that Richmond had to take them back to Scotland.

³ See No. 81n.

Collector to Board]

able seamen as they shall meet with and deliver them over to the next man of warr as they can meet with in the Channell, which warrant we humbly propose should be made no further use of than to press some few fellows out of the barks and boats that trade to the Isle Man from the coast of Scotland and Wales who are the principall if not sole traders now to that island, and we doe verily believe that if the said warrant was put in execution only two or three times and recalled in due course it would terrifie those people so that notwithstanding the power did not subsist, they would scarce venture there for some months after it had been putt in practice, which we humbly conceive would be a greater discouragement and obstruction to the frauds carried on from that Island this spring than all the sloops employed for that service.

85.

4 March 1727

Having pressing occasion to go to Leicestershire and London on my own private affairs, I humbly beg Your Honours will be pleased to allow me to be absent from my duty for a month. It being the very best season of the year that I can be spared, there being very little or nothing to do now in the port nor will not be before this two months to come.— And I shall take care that the business of the port be carefully carried on without the least prejudice to His Majesty's interest during my absence.

86. Board to Collector

9 March 1727

The officers at Bewmaris having in their letter of the 13 of last month sent us a bill for armes and other necessities therein mentioned, provided at your port for the use of the *Prince William* sloop, amounting to sixteen pounds fifteen shillings and fourpence : you may pay the same if you are satisfied with the reasonableness of the prices, and charge the above mentioned sum to your account of incidents.

87. Collector to Board

14 March 1727

*Mr. Richmond has been threatened with imprisonment if he searches any vessel in the Manx ports. It is difficult to carry out the Board's order that all ships that clear * out at Liverpool with "certificate goods" ¹ should be notified to the Customs officer in the Isle of Man, for they can only do this safely by letters carried by the Customs sloop. If they send the advice notes by other ships they are not delivered unless concealed.*

¹ Goods subject to Customs certification and control.

88. Board to Collector

15 June 1727

The Commissioners direct me to acquaint you upon occasion of the decease of his late most Sacred Majesty, (whom it has pleased Almighty God to take to His Mercy on Sunday the 11th of this inst. at 2 a clock in the morning) that you are to forbear receiving the further subsidy which determining on his late Majesty's death ¹ but you are to keep an account of the ships and entries * of goods imported after the time, sending to the Board an exact list of the ships which did or shall arrive in your port after that date, and continue to do so untill further order.

89. Collector to Board

22 September 1727

By Your Honours' order of the 22nd July last with relation to altering the salaries of the establishment * for the Tidesmen * of this port, and that in lieu of £30 *per annum* which was the established salary, they were to have only £9 4s. now on the establishment * from Midsummer last, and eight shillings per week each by incidents, when employed, which allowance of eight shillings per week under the restriction of being paid only when employed, does not make up the former establishment of £30 *per annum*, as we humbly conceive Your Honours intended when you gave directions for the said alteration that the said eight shillings should be paid for fifty two weeks ; we humbly beg Your Honours will be pleased to signify whether the said Tidesmen * are to be paid eight shillings per week or only soe much *per diem* in proportion when employed.

90.

30 January 1728

*Reports as to the landing and shipping work at Liverpool. States all goods are landed at the legal quay * except :*

(1) *when a large ship arrives from foreign at the lowest time of the tides, there not being water enough for her to come into the dock ; she lies in the channel about half-a-mile from the quays, and part of her cargo is lightered to them, or*

(2) *when ships come from Ireland or the Isle of Man with copper ore for a copper refinery at Bank Quay, they are allowed to discharge at Bank Quay under special sufferance.**

At the present time all shipments take place at the legal quays, except that salt may be shipped under special sufferance * at Frodsham.*

¹ In law the duties were no longer exigible, by the demise of the crown, having been granted by parliament only for the term of the late king's natural life. By the act 1 Geo. II, cap. 1, however, the duties of Customs and the duties of Excise were continued during the new king's natural life.

91. Collector to Board

2 April 1728

*As to a statement that the revenue cruiser * has been too long in port at the Isle of Man : states no vessel can cruise and keep the sea in winter between Highlake and Pile of Fowdry. The shore is an entire flatt sand, and if the wind blows in the shore a vessel must make the best of her way to some harbour immediately, or shee will be lost. If it blows off the shore the channell is so narrow shee can't keep the sea long, but must goe either into the Isleman or Ireland.*

92. Board to Collector

4 April 1728

You are forthwith to make enquiry whether one or more fit vessels of the burthen of 30 or 35 tons can be hired at your port for six months to cruize on the coast towards the Isle of Man, and upon what terms, and to send us the proposals of the proprietors with your opinion.

93. Collector to Board

9 April 1728

Mariners on revenue sloop complain that they had for some time to drink water, there being no beer on board.¹ They ask an allowance in lieu, as made on men-of-war.

94.

24 May 1728

*One Davies, a merchant, entered * 8,488 lbs tobacco for export ; 3,345 lbs of this was "rotten". Samples sent to Board, Collector stating it is not justifiable to grant a debenture.* Debenture * withheld. (Many previous complaints as to quality of tobacco shipped.)*

95. Collector to Customs Solicitor, London

26 October 1728

Merchants complain of solicitor's charges in connection with execution of bonds for duties. Has frequently asked them to pay these charges. They promise—but do not pay. They were never used, they say, to pay any such charges, which makes it goe soe much against the graine.

96. Board to Collector

14 November 1728

The Commissioners having received an account that a woollen manufactory is setting up in Sweden but that they cannot carry it on with success without English wool and workmen, for which purpose ships are

¹ The conventional entitlement to beer at sea seems to have arisen out of the well-known difficulty in preserving water afloat.

Board to Collector]

frequently sent to this kingdom ; the Commissioners direct you and the other officers of the port to be active and vigilant to prevent the same, and to give the Board notice from time to time if any vessells come on the coast, especially such as belong to or are bound to Sweden which may be suspected to be engaged in this trade.¹

97. Collector to Board

29 November 1728

*Davies demands his debenture * and has served the officers concerned with subpoenas out of the Court of Exchequer. Collector suggests the Board try to get the case heard at Westminster instead of at Lancaster assizes which we humbly conceive will be very much to the disadvantage of the Crown to have it tried here.*

98. Board to Collector

8 March 1729

The Comptroller-General having certified us that the ballances of the account of Mr Smith, late Collector of your port as the same now stands in his books amounts to £1,854 5s. 10½d., and the said Smith's securities ² having applied to us desiring six months time to pay the debt, and that for the meantime all proceedings may be stopt, you are to let them know in case they do forthwith give collateral security for the payment of the above mentioned sum in six months we shall order our Solicitor to stay proceedings.

99. Collector to Board

18 April 1729

*Case decided. Collector quotes the decision : The 5143 lbs is that which was really good, and the 3345 lbs cutt tobacco is that which was actually stalks. Asks directions as to the kind of debenture * he shall issue to Davies. (Case tried at Lancaster 29th March 1729.)*

100.

23 May 1729

Sends samples of 1506 lbs tobacco, part of 42,876 lbs entered for Leghorn. States the 1506 lbs are mere sweepings of the warehouse floors.

¹ By an act of 1718, no manufacturer or artificer (e.g. in wood, iron, steel, brass or other metal, nor any clockmaker or watchmaker) was permitted to go out of H.M. dominions. Anyone endeavouring to seduce such a person out of the kingdom, and any person who had contracted with or enticed any manufacturer or artificer into a foreign country, was to be apprehended (5 Geo. I, cap. 27).

² Sureties.

101. Collector to Board

August and September 1729

Collector sends lists of ships that have loaded tobacco etc. at Liverpool for various foreign ports but are expected to land the goods in Ireland and Scotland.

Pretended destination.

5th August.	Rebecca of Wexford, tobacco and coals.	Belleisle.
16th August.	John of Cork, tobacco.	Nantes.
	William of Belfast, tobacco.	Druntun (? Trondhjem).
19th August.	George of Wexford, tobacco	Belleisle.
2nd September.	Catherine of Kinsale, tobacco.	Spain.

102. Collector to Irish & Scottish Revenue Boards 6 September 1729

Collector apprises the Irish Board that the Rebecca and Catherine of Fort William has laden tobacco at Liverpool for Norway, but may run the goods in Ireland. He also warns the Scottish Board that the goods may be run in the Western Highlands. He sends notice of the John [see above] to the Board of Excise.

103. Collector : English and Scottish Boards 26 September 1729

He granted a debenture for shipped tobacco and has since heard that the goods have been landed in Scotland. The vessel has been to Liverpool again, between dates of shipment and news, and cleared out again with 33 trusses tobacco, which I am well assured is to be all landed in the West of Scotland as the other cargo was.*

104. Board to Collector

13 October 1729

Inclosed ¹ we send you a copy of a memorial of Mr William Smith, son of the late Collector of your port, in relation to his father's debt, together with a copy of the report of Mr Brian our Solicitor thereon, as also a copy of the inquisition which was found upon the extent; and we direct that you forthwith examine and report the circumstances of the several persons found to be indebted to Mr Smith and what may be expected to be recovered thereon; and the Collector is to send us his answer to such part thereof wherein he is particularly concerned. We have, agreeable to Mr Smith's desire, given directions to our Solicitor to consent to his being removed to the Fleet [prison] as also for stoping the extant against the securities which we signify to you for information.

¹ Not transcribed.

105. Collector to Board

4 November 1729

In obedience to your command relating to the enclosed¹ petition of William Dobson, Boatman at High Lake, praying that he may be removed to some other port by reason of his want of health at the station where he is now fixed, We have examined the alligation therein sett forth and do find that he has for a considerable time been afflicted with this ague and fever that has raged in those parts for above two years past by which we believe his health and constitution is impaired.

106. Board to Collector

24 July 1730

The business of your port being so considerable,² and the account of the Collection so voluminous that the Deputy Comptroller * who has an allowance of thirty pound per annum from his principle * and twenty pound per annum from the crown cannot at all times without assistance keep a compleat cheque on the Collector, we are willing and for his encouragement to enable him to keep a compleat cheque on the Collector and to joyne with him and the Customer * in inspecting the behaviour of the several officers in the execution of their respective duties to allow him the assistance of a cleark at twenty pound per annum which you are to pay from time to time to the cleark actually employed.

107. Collector to Board

20 October 1730

Encloses statement made by "Pat Colquhoun" as to a parcel of tobacco. Collector states the tobacco in question (167 trusses) was shipped at Liverpool in October 1728 for Norway, and he believes it was landed in Ireland Scotland and the Isle of Man. Also encloses³ a statement made by one Miller [evidently in Scotland] as to the landing of tobacco from the vessel Puffin. Collector states this is the ship that took in the 167 trusses, being then called the Alexander; it is the same ship. He has other informers in his confidence, most of whom live in Scotland and Ireland. He has been at great pains and expense, and has frequently informed the Scottish and Irish Boards of the departure of these tobacco-laden ships upon their pretended voyages, yet they make very few discoveries that is of any signification. Has advanced "Pat Colquhoun" £4 4s. 6d. and George Stewart 10s. for information, and hopes the Board will reimburse him if these prosecutions can't be brought to perfection.

¹ Not transcribed.

² This particular effect of the growth of the port was a recurrent theme. A survey in 1688, for example, had disclosed that the deputies to the patentees, including the Deputy Comptroller at Liverpool, had only "mean allowances" from their principals, "which are very disproportionate to their trust" (*Calendar of Treasury Books*, VIII (1685-89), 1948).

³ Not transcribed.

108. Collector to Board

3 November 1730

Reports as to the fishery at Liverpool. States that in 1729 there was a pretty considerable fishery of herrings. This year is likely to be greater, and the trade will increase when the curers are better provided with salt and casks. The whole fishery is confined to the term, the fish being all caught near the place and brought hither to be cured.

109.

18 December 1730

Mr James Tyldesley of Liverpool has failed and absconded. Indebted to the crown : £839. 12. 0. His sureties have paid part and will probably ask for time within which to pay the rest. The crown is safe, the sureties being very sufficient, namely, Mr George who is mayor and Mr Thomas Seel.¹

110. Collector to Irish Revenue Board

28 December 1730

Sends warning as to the following vessels laden with tobacco at Liverpool, clearing outwards, ostensibly for a foreign destination, but expected to run their cargoes into Ireland :*

Pretended destination.

William of Wexford, Captain Clegg	Bilbao
Edward of Wexford, Captain Ivory	Bilbao
Milnthorpe of Milnthorpe, Captain McWaters	Bergen

111. Board to Collector

21 January 1731

You are to take care the following notice be affixt upon the mast of the sloop :

*" This is to give notice to the mariners on board this vessell that the Commissioners by a late regulation allowed nine pence *per diem* for victualling them, and if the provisions are not good and sufficient it is expected by the Commissioners of His Majesty's Customs that they should make complaint thereof to the Collector and Comptroller." * 2*

¹ As to whom, see No. 68.

² The sloop was not "on the establishment",* but was a contract vessel (see No. 78n.). The private contractor was apparently not victualling the crew on the scale warranted by the amount of the victualling allowance provided by the Board.

112. Collector to Board

23 March 1731

Has taken collateral security for the payment of Tyldesley's debt (Messrs. John Entwistle and Augustine Woodward, merchants of Liverpool).

113. Board to Collector

22 July 1731

Having advised with the proper officer here on the inventory of the *Prince William* sloop under the command of Captain Brook Richmond in the service of the Revenue at your port, whereby it appears shee is valued at £300, and he having given his opinion that shee is not worth more than £240, you are to let the merchants know if they will take this sum for her, we will order you to pay the money and forthwith transmit their answers that we may otherwise give orders for providing another vessell.

114. Collector to Customs Solicitor

25 July 1731

*Has sent writ of capias * to sheriff at Chester for execution on William Maycock. Returned "non est". The sheriff will not allow revenue officers to execute such writs.*

115. Board to Collector

28 August 1731

Having had under consideration the report of Mr Briggs, Riding Surveyor * of the Counties of Lancaster Westmoreland and Cumberland, and observing that the method in shipping coales¹ at your port has been to measure them in basketts and sometimes in a hand barrow, we direct you to report to us whether you have not a standard bushell at your port sent from hence, and how the same has been preserved, and what is the practice with regard to the method of adjusting the basketts and barrows by which coals are loaded.

116. Collector to Board

3 September 1731

Pursuant to your commands of the 28th ultimo relating to the enclosed² petition of John Wilson, we beg leave to inform Your Honours that the said Wilson was concerned amongst many others in a mob that insulted and abused some of the officers in the execution of their duty on the 25th

¹ An act of 1713 directed that all waterborne coal, liable to the coastwise duties, should be measured in terms of chalders or chaldrons each of 36 Winchester bushels, the Winchester bushel being one bushel and one quart (13 Ann., cap. 20; 12 Ann., stat. 2, cap. 17 in Ruffhead). A similar inquiry was addressed to Whitehaven. For reply, see Whitehaven letter-books, 15 September 1731.

² Not transcribed.

Collector to Board]

June last, and as many of the officers knew or that we could get proof against, we got an information sworn to against them and a warrant from the magistrates to take them up and imprison 'em; but the constables has never yet taken more than three of the six that were contained in the said warrant, and those we tryed upon the clause in the Act of Frauds¹ before the justices of the peace on the 16th ultimo and convicted two of them vizt. one woman and the said petitioner, who were fined the former in £20 and the latter in £40.

117. Board to Collector

9 September 1731

The Collector & Comptroller * of Plymouth having acquainted the Board that Mr John Pike, one of the Tide-Surveyors * there was murdered the 30th ultimo whilst securing some goods which were seized by him, by nine or ten persons armed with pick-axes clubs and other weapons, and it appearing in an examination before the coroner that Stephen Moon, *alias* Woon, Lewis Cock, John Moon, *alias* Woon, John Yeo, David Dollick and Benjamin Crewne (who is now in custody) was concerned in the said murder, you are to cause diligent search to be made for the said offenders of whom you have a description on the back hereof in order to their being secured.

118.

2 November 1731

The Commissioners having occasion to send over a person to Boston to examine (among other things) the instruments² made use of in gauging * wine and other liquors, by whose report it appears that the callipers and bung rod are tolerably good but the chief instrument which is the head rod * is but indifferent, the divisions upon those old rules being so small and close that it is difficult for any officer to cast the gauge of a

¹ By the Act of Frauds (14 Car. II—13-14 in Ruffhead—cap. 11, sec. 6 (5-6)), any person assaulting an officer of Customs in the execution of his duty might be committed to prison by any justice of the peace till the next quarter sessions, where he might be fined a sum not exceeding £100, but was to remain in prison until discharged by order of the Court of Exchequer, or till he "discover the person that set him on".

² The principal gauging instruments were (1) the "head-rod", a combined instrument (a) for taking the diameters of heads of casks, (b) for slide-rule calculations of the content from the various ascertained dimensions, and (c) for computations of ullage and proof quantities (but see No. 120); (2) the "bung-rod" for ascertaining (a) the perpendicular diameter of casks at the bung, and (b) the "wet or dry inches" (i.e. the readings in respect of any cask less than full); and (3) various form of the callipers, for (a) ascertaining the length or horizontal bidge diameter of casks, (b) the thickness of heads, or (c) the thickness of staves.

Board to Collector]

pipe or butt of wine to a gallon, and it being proposed that a head rod * of the modern make (such as is used upon the keys in London) be sent out to the out-ports where the importation of wines are considerable, for upon these rules the divisions are not only stronger and plainer for casting gauges, but on the other side are lines of segments ¹ which are absolutely necessary for ullage all sort of casks which the other rule have not. The Commissioners direct you to report if these rules are wanted at your port or whether the present will do.

119. Collector to Board

23 November 1731

By your order of the 10th August last we were directed to pay the hire of the sloop that is commanded by Capt. Richmond to Midsummer last, and after the sale of her to His Majesty to acquaint you with what remained due for the hire of her to that time, which was the 15th September last. Therefore the hire of the said vessel is due from the 24th June last to the day abovementioned if you please to give an order for the payment of the same.

120.

4 January 1732

Pursuant to your commands of the 2nd November last in relation to the gauging instruments in this port concerning which we have consulted the Surveyors and Landwaiters * here who inform us that the gauging instruments made use of now in this port was sent from London a considerable time since, and that they have not such a head rod * of the modern make as Your Honours mention; but that it would be very necessary here and that we likewise want a whole sett, there being occasion for two setts sometimes, if you please to give directions that they may be sent with the last craved stationery ware.

121. Board to Collector

21 March 1732

His Majesty having been pleased pursuant to an address of the House of Commons to command that strict orders be given to the officers of the Customs and all others whom it may concern carefully to examine all persons that shall pass or endeavour to pass beyond the seas in order

¹ The segment line was an experimental line constructed so as to show the segment of any lying cask. To "ullage" a cask was to ascertain the exact quantity in it when it was less than full. The older type of head-rod slide-rule did not show the segment line, and hence separate reference had to be made to a "table of segments" calculated for a cylindrical cask. The newer type of head-rod with the additional scale made the book of tables no longer necessary.

Board to Collector]

to the apprehending Wm. Burroughs, Esq and Wm. Squire who have carried on divers notorious fraudulent practices to the great detriment of the proprietors of the Charitable Corporation, inclosed ¹ I send you one of the proclamations and you are in obedience thereto to take all possible care that His Majesty's pleasure be duely observed.

P.S. Wm Burroughs Esq, has since surrendered himself.

122.

6 April 1732

Mr Jackson, the Collector of Beaumaris, having acquainted the Commissioners that he has an account from Captain Richmond, who commands the Custom House sloop at Leverpoole, who put into Beaumaris from the Isle of Man, that he has found there no less than thirty sail of vessells lading brandys and other goods which he apprehended were intended for North Brittain and Ireland, and that there has lately imported into that island a considerable quantity of tea from Flanders and Holland which be in order to be run into this kingdom or Ireland : the Commissioners direct that you give it in strict charge to the severall preventive officers on shore as well as on the Water-guard diligently to look out for the said vessells in order to prevent their running their cargoes.

123.

20 April 1732

Inclosed ² we send you a copy of a memorial laid before us by Sarah Todd complaining that Daniel Fish, one of the Tydesmen * at your port who married her daughter about eighteen years agoe, has since married another woman and does not allow his family any subsistence. We direct you to examine into what is therein set forth and report the facts to us with your opinion recommending it to the said Fish in our name to take care of his family otherwise he will not be esteemed fit to continue in the Service.

124. Collector to Board

11 July 1732

By yours of the 12th May last we acquainted Your Honours that a new information was filed against Henry Woods, and that he was confined in prison till the next quarter sessions, which was held in the Town Court here yesterday, and an indictment accordingly preferred against him, and upon tryall was found guilty and this day the justices of the peace fixed a fine of £40 upon him and ordered him to be committed

¹ Not transcribed.

² Not transcribed.

Collector to Board]

to the county gaol as not being safe within the prison, he having made some attempt already to make his escape and the jaylor here fearful of his accomplishing the same, having many friends and assistants in this town and he will be obliged to take a strong guard to secure him otherwise we are doubtfull that some attempt will be made of rescuing him and the county prison is 40 miles from this place ; therefore beg Your Honours will please to give directions whether the Collector shall bring the expenses of removing this prisoner to the county gaol into the incidents separate by it selfe, or that it must be putt into the attorney's bill with the other expenses of carrying on the said prosecutions both against him and his father William Wood, who still remains in prison on the former sentence and fine of £20, not being able to pay the same. *The Woods have shown signs of informing, but have recently altered their intentions. He has already attempted to escape and it will be necessary to send a strong guard to prevent his rescue during removal.* The fellow is capable of making a great many discoveries if he thought fit, but he is at present supported and encouraged by his fraternitie and accomplices. *Says Wood asked, as a recompense if he should inform, the command of preventive boat, but stated that he would not take the salary (£30 a year) it not being enough.* He is a very dangerous man if he was at liberty.

125.

15 September 1732

Has obtained information from Woods by sending Woods's wife to see him in prison. Thinks the information may be made useful in proceedings against some of the local smugglers.

126. Board to Collector

19 October 1732

The Lords Commissioners of His Majesty's Treasury having transmitted to the Commissioners a letter from the Duke of Newcastle complaining of a most barbarous and villainous act of piracy committed by one Hugh Crouch, master of the ship *Prideaux*, who was freighted at Barcelona to carry a loading of brandy and other effects from Mataro to Cadiz, but instead thereof he proceeded as far as Cape Finisterre and then turned the two Spanish supercargoes adrift in his boat without any sails or necessaries, by which means one of them was drowned ; and signifying His Majesty's commands that enquiry be made after the said Hugh Crouch and his crew, you are in pursuance thereof to make strict and diligent enquiry accordingly and if you meet with them to seize them that they may be brought to justice.

127. Collector to Board

28 January 1733

Last night I received a letter from the Collector of Lancaster who acquainted me that the jaylor there has informed him of the escape of Henry Wood out of that prison who was confined there for the payment of a fine of £40 which was laid upon him for assaulting and wounding one of our officers in the execution of his duty, by which escape the government and the officers not only lose the fine above mentioned but also the benefit of all the penalties that might have been recovered by virtue of his informations against sundry persons. How far the jaylor is culpable or can be made liable is humbly submitted, but I think it was not made publick nor notice given in time, for as I am informed he had made his escape 8 or 9 days before I was acquainted therewith.

128. Board to Collector

3 February 1733

Having advised with our Solicitor on that part of your letter of 20th August transmitting the gaoler's bill of charges in removing Henry Woods and William Woods from the prison at your port to the county gaol at Lancaster amounting to eight pounds eleven shillings and six pence, and observing that there is ten shillings *per diem* charged by the sergeant-at-mace for himself besides horse-hire and expenses, we direct you to enquire if this charge is usuall in such cases, and if it be you may pay it, together with the remainder of the bills except the article of ten shillings charged for his trouble which we do not think reasonable besides the ten shillings *per diem*.

129. Collector to Board

20 March 1733

As to proclamation of value at which "broad pieces" to be taken. (Gazette inclosed 15th March) Collector states has received some very small parcels of the said pieces. The weights and scales in this office for weighing of gold are so very small that we can't weigh above two ounces at one time. The merchants are uneasy on this score. There is not a right pair of scales and a true sett of weights that are stampd to be purchased in this town. Asks the Board to send him a set of scales and weights by the first carrier.

130.

20 March 1733

Illicit trade in tobacco from Liverpool into Ireland. Procured an Irish informer named Murphy and kept him some time on board the revenue "yacht" but he made his escape at Holyhead, and has not since been heard of. I subsisted the rascal some weeks, in which time I advanced him

Collector to Board]

£1 18s. od. *Believes some of the Liverpool merchants bribed Murphy to abscond.*

131.

20 March 1733

Henry Woods escaped from Lancaster Gaol, as the Collector believes, by privity of the gaoler, and his wife states he is gone to Holland to enter the Dutch navy.

132.

22 May 1733

*Has received a letter from the secretary of the Irish Revenue Board telling him that a ship which cleared * from Liverpool with a cargo of tobacco for Bilbao, has been seized at Wexford. 22276 lbs. of tobacco were shipped by this vessel (say 10 tons) but there was by no means that amount on board when the Wexford officers seized her.*

133.

17 July 1733

Has remitted £3606 19s. 10d. and sent besides nearly 200 oz of "the broad gold" pieces (£4 1s. od. per oz) by the carrier—will send the rest of the broad gold when he hears the first parcel is delivered.

134.

14 August 1733

Sends certain manifests to show that the Virginia weights shewn on the certificates from the plantations never agree with the weights taken at Liverpool.

*Average loss in
weight per hogshead.*

Samuel and James from Virginia 49 hogsheads 55 lbs.
*(Old tobacco, and the Collector thinks this is rather more
than "common shrinkage".)*

Mary and Catherine from Virginia 211 hogsheads 49 lbs.
*(Tobacco new and highly pressed—may be natural
shrinkage.)*

135.

4 September 1733

Inclosed please to receive two affidavits, the one by James Loftus, assistant gauger, and the other by Keating King, Landwaiter * in this port, setting forth that they are insulted, threatened and abused in the execution of their duty by Thomas Sell, junior, a merchant of this town,*

Collector to Board]

and both the officers says unless this gentleman is curbed and restrained by some prosecutions with Your Honours assistance, they can never pretend to discharge their duty on the keys as they ought to do, and that if it is necessary there are several other witnesses that can testify the facts sett forth in the said affidavits.

136.

7 September 1733

*A vessel that cleared * from Liverpool with tobacco for Bilbao on the 13th August, arrived light in Waterford on the 4th September. Collector pleased that he had taken upon himself to delay payment of the debenture.**

137.

30 March 1734

Mr. King, one of the Landwaiters * in this port, his father is now dieing at the Bath and given over by his phisicians, but he desires to see his son, therefore he humbly begs Your Honours will be pleased to give him leave to be absent from his duty for three weeks upon this extraordinary occasion. And there being very little or noe business in the port now, nor any expectation for a month or six weeks to come but what the four Landwaiters * remaneing may very easily discharge, he may very well be spared without any prejudice to the Revenue or the dispatch of business if Your Honours think fit, which is humbly submitted.

138.

9 April 1734

Has made enquiry as to amount of weight gained in the making of all tobacco, by the addition of certain liquids used. The merchants and persons employed in that manufacture are very jealous that the enquiry may tend to damage their business, therefore he cannot depend upon their statements. They all agree the tobacco gains 5 or 6 per cent, according to quality. He thinks it gains much more.

139.

30 November 1734

*Has remitted to Receiver-General * by this post £3373 3s. 6d. All the bills we can procure in this country at present, although he has sent to Manchester, Rochdale, Bury, Bolton, &c. If he sends the residue by the carrier, he will be charged 10s. for every £100. There is over £4000 left, and there would be little more expense in sending it to London by a special guard. Can take the cash to Warrington, where there are dragoons, and one of his clerks with 4 or 5 soldiers can convey it thence to London, and pay*

Collector to Board]

it in specie to the Receiver-General. The scarcity of bills is due to apprehension of war, which has stopped the sale of Lancashire cotton and woollens. The cotton and woollen trades circulate all the bills in this part.*

140.

20 December 1734

Has sent the cash £4300, under charge of one of his clerks, with four persons as a guard. We hope the same will arrive safe, for we believe we may depend upon the integrity and care of the persons attending the same but how far their courage is to be rely'd on we hope there will be no occasion to prove.

141.

23 October 1736

Mr. Richmond who was Commander of the *Prince William* sloop in His Majesties Service here and has been under suspension from the said employment ever since the 6th July last, has thought fit yesterday to give up his deputation that he had for commanding the said vessell, and acquainted us that he did not designe to officiate in the said employment any longer, and therefore we have sent proper persons on board the said vessell to examine all her appurtenances with the inventory which he had signed, who has reported that all her tackle furniture and apparell are agreeable thereto and in as good condition in generall as when he took possession of the same.

142.

21 November 1736

On the 19th instant was delivered to Philip Nelson, servant to Mr. Thomas Shaw, who comes to the "AX" in Aldermanbury on the 1st December next, one box directed to Your Honours, weighing thirty five pounds, and the carriage to be paid is 8/9, containeing the accounts and vouchers for this port for Michaelmas quarter last.

143.

21 November 1736

Mr. Walley, Waiter * and Searcher * at Bank-key and Athertons Key has been frequently admonished for liveing at a distance from those places where his business lies, and alsoe for his wife keeping of an ale-house, both which he has promised to alter and amend, but yet we are lately informed by Mr. Onslow, Rideing Surveyor * that he continues his residence near 2 miles distance from where he ought to reside and that his wife alsoe continues to keep a publick house.

144. Collector to Board

30 November 1736

On the 14th instant when the officers went into the cellars under the Custom House to appraise a parcell of enumerated goods which were lodged therein, being seized by several officers in order to be condemned before the justices of the peace, some of them observed a broken bottle and some loose pieces of soap to be under one of the windows, which gave some suspicion of theft, and upon examining the quantities of the different species of goods which was lodged in the said cellar, we find to be wanting ninety-two glass bottles containing twenty-one gallons of rum, and three-fourths of a gallon of brandy, and 126 lwt soap which goods we find must be conveyed through one of the windows by putting a child thro betwixt the iron barrs who must hand the same thro to their accomplices without the cellar, for we tried a boy of about 9 or 10 years old and he could get through betwixt the said barrs. Therefore we presume it was not possible to be got out of the cellar any other manner of way, for the doors and both the locks were very secure and had not received the least prejudice ; And the windows and iron bars to the same were just as they had been ever since the house was built. But we have got them made closer now and we presume perfectly secure against all attempts. The reason we did not acquaint your Honors sooner of this piece of villainy was waiting to see if we could make any discovery of the rogues, the Collector having published a reward of five guineas for the discovery of any person concerned therein, besides using all other endeavours possible but to noe manner of purpose. . . .

145. Board to Collector

9 December 1736

Not being satisfied with the account you have sent up that the warehouse has been robbed as you suppose, apprehending the goods may have been embezzled by the persons whom the Collector has trusted with the care of the warehouse, therefore he will be surcharg'd with the deficiency unless we receive a more satisfactory account of the affair.¹

146. Collector to Board

21 December 1736

. . . No neglect or embezzlement is any ways chargeable on the persons intrusted with the care of the warehouse, who are Mr James Hatton,

¹ Under the bonded warehouse system as it was now developing, a bonded warehouse was a place of an approved standard of security in which goods, not yet duty-paid, could be placed in order to secure eventual payment of the duty, such payment being secured by a bond given by a (merchant) warehousekeeper with approved sureties in an approved penalty. In the case of the king's warehouse,* no specific bond was given, but final legal responsibility was the Collector's, and the bond which he had to execute and deliver prior to taking office could (at the election of the Board) be escheated to cover deficiencies of this character.

Collector to Board]

one of the Collector's clerks, and Mr Henry Hamer, the Deputy * Comptroller's * clerk. They have joint locks on every warehouse door ; and each of them attend both at the taking in and delivering out of all goods, and we have no reason to doubt their honesty or carefullness. We are not able to come to the knowledge of the time when the goods were stole, nor can we find that they were ever missed before October 14 last, when the Excise Officer, (who keeps an account of the Excizeable goods in the warehouse and stocks the same) was with the said Collector's clerk appraising some enumerated goods to be condemned before the justices of the peace. They then found that there was a considerable number of bottles taken from two parcells of the rum, and looking about they observed some casks which stood under one of the windows that looks into the yard, were very dirty, seeming to have been trampled on, which gave them a suspicion that the thief must have come in at that window and upon further examining the same there appeared to be too large a space between the iron barrs and the wall, then looking, more narrowly, about the cellar, they found under the window fronting the dock a wedge of sope and two broken bottles, one whereof had a little rum left in it ; and upon further examination they mist the rest of the goods mentioned.—Wherewith they immediately acquainted the Collector and Comptroller * ; who on viewing the window, tryed if a boy of about 9 or 10 years of age could get in at, which he did pretty easily. Therefore, we are of opinion that some boy had in the night time got in at that window in the yard and conveyed the goods out at the other fronting the dock, which is wide enough to hand out such things as common glass bottles and wedges of sope, tho not for a person to get in or out at ; the former window is since built up with bricks, there being light enough in the Cellar without it. We recommend the building of a warehouse in the yard behind the Custom House and a vault underneath the same both which are very much wanted here in our humble opinion, the first for security of all East India goods which are brought hither for exportation, and other dry goods that may be seized which are too bulky and heavy to be carried up two pair of stairs over the Long Room * and the Collector's office, and the latter to secure wines and such other goods as are not proper to be put in the present cellars under the Custom House which are so very damp by having water almost constantly in them that they often damage and sometimes quite spoile such goods. &c.

John Colquitt,
Richard Aldersey,
William Sims,
Richard Kelsall,
Thomas Legg.

147. Board to Collector

4 January 1737

*The Board have reconsidered the matter of the robbery at the warehouse in the light of the Collector & Comptroller's * further report, and are now satisfied from this account of the affair that the robbery did in fact take place. They opine that the reward of five guineas already offered by the Collector for the discovery of the persons concerned in this robbery be too little, therefore direct you to offer in the most publick manner a reward of twenty pounds in order to the finding out and apprehending the offenders and to continue your utmost endeavours for that purpose.*

148. Collector to Board

13 May 1737

In obedience to your commands of 5th instant herewith is transmitted the bill for demolishing the old cabbins and making new ones in the hulk ¹ at the Black Rock; and we beg leave to acquaint Your Honours that what the Tidesurveyors * have set forth relating to their being pestered with bugs is as we believe very true, and twas generally thought here that taking down all the cabbins and smothering those vermine with brimstone etc. was the most likely way to destroy them, and they thought it the most convenient opportunity of doing so whilst the hulk was sheathing; but we have in compliance with Your Honours directions reprimanded them for so doing without Your Honours leave, which they are very sorry for and promise never to do the like again, humbly hoping Your Honours will pardon this first transgression of this kind and that you will be pleased to order payment to be made for this time, and if there is ever occasion, they will try Mr. Caryar's receipt for the future.

149.

10 March 1738

Pursuant to your commands of the 4th instant concerning the right of prisage * ² on wines imported into this port, the corporation here claims the aforesaid duty of prisage * by virtue of a grant obtained from the crown, as we are informed, which has been subsisting near thirty

¹ The quarantine hulk.

² Prisage of wine (later commuted, at least in part, into a due called the "butlerage") is known at least from the time of Stephen—say 1150 (N. S. B. Gras, *Early English Customs System*, 1918, pp. 15–21). Originally a royal prerogative partaking partly of the nature of a pre-emption and partly of an impost, it is a difficult subject. It was later granted by charter or patent to certain noblemen or bodies corporate—as to the corporation of Liverpool—but the various grants were ultimately discontinued or bought back by the crown. (Statutory references: 28 Edw. I, *raticuli super cartas* (1300), cap. 2; 25 Edw. III (1350), cap. 21; 43 Edw. III (1369), cap. 3.) They were finally extinguished in England in 1809 (49 Geo. III, cap. 98, secs. 35–6) and in Ireland in 1811 (51 Geo. III, cap. 51).

Collector to Board]

years, and it is received and collected for their use and account, for the Collector here has received the same for some years and accounts annually to the corporation for the said receipt ; but there is noe exemption to any freeman or merchant whatsoever, but whoever imports any wine here pays the aforesaid duty of prisage before any is landed, according to the quantity of wine in the said ship whether it amounts to single or double prisage, which is not taken in kind but by way of composition, according to a custom settled here which is ten pounds for every single prisage and twenty pounds for double ; and we have applied to the present mayor of the town for a copy of the aforesaid grant but that we cannot at present procure, he not knowing where it is lodged, and the town clerk is at London attending the House of Commons upon the account of a bill depending this session for making a new dock and peer etc.

150.

18 April 1738

In obedience to your commands of the 28th ultimo concerning a plan for building a new warehouse for the use of this port, we beg leave to inform Your Honours that there are no vaults under the Custom House, but there are three cellars which are of very little use by reason of the wett and dampness of the same. As we have now a very considerable trade to the coast of Guinea we have great quantities of India goods from London to supply the severall ships cargoes that are employed in the aforesaid trade, and no manner of place or warehouse that is proper to put them in besides all other goods that are seized ; therefore we are humbly of opinion that the building proposed by the plan cannot be lessened any thing materiall to answer the purpose for which it was intended.

151.

21 July 1738

In obedience to your commands of the 10th ultimo directing us to charge Captain Sandiford with severall articles of complaint, inclosed is the said charge and answer, by which Your Honours will please to observe that he cannot keep the ship at sea as much as she ought, but he has kept the vessell in such motion as she is capable of especially in summer time, but being soe very bad and dull a sailor particularly upon a wind that they dare not keep out at sea in winter unless they have a harbour under the lee, and if there is any gale of wind they not only endanger the loss of the vessell but of their own lives also ; and we have likewise examined the whole crew in relation to this and they all agree that she

Collector to Board]

is the worst sailing vessell they ever was in and not in the least fit for this service, and that when they are out they can scarce speak with any vessell or boat unless they think proper to lie by for them.

152.

25 August 1738

Pursuant to that part of your commands of 27th April last relating to John Bird, additional Coast Waiter * in this port who has been in the county gaol at Lancaster since April last, being charged with felony. And at the assizes held there last week we are informed that he was convicted of the said fact and that he is sentenced to be transported for 14 years, therefore beg Your Honours will please to appoint another in his room.

153.

1 September 1738

A considerable number of the merchants in this Town are very desirous that the clerks in this office here would deliver out coppies of all the masters' reports inwards from foreign parts in order to have them printed ¹ for their perusall and use, for which they would pay the clerks something for their trouble if Your Honours will be pleased to allow the same. And as we humbly apprehend there can be noe ill consequence to the Revenue by delivering out such coppies, we beg you'll please to give your directions for the permission thereof which is nevertheless humbly submitted by etc.

154.

29 September 1738

Pursuant to your commands of the 20th instant concerning the stamp for marking of sail cloth,² on the 7th September 1736 we received one small box containing the aforesaid stamp with five different impressions to be used for the different countries from whence such saile cloth shall be imported, vist. either Holland, France, Russia, Germany or the East

¹ This is the origin of the *Liverpool Customs Bill of Entry, Bill A, and Bill B*, which discontinued publication in 1939.

² The duty was first levied in 1713 (12 Ann., cap. 16, sec. 1), and was appropriated to the payment of a bounty upon sail-cloth exported. The provisions for stamping imported foreign-made sail-cloth were introduced in 1736 (9 Geo. II, cap. 37, secs. 1-2). Canvas the product and manufacture of Ireland was exempt from the duty, but the Board's instructions of 7 August 1736 require sail-cloth of Irish manufacture to be stamped upon importation, presumably to warrant, at the time, the duty exemption. Examples of the carved wooden stamps (about 12 in. × 9 in. and 2 in. thick) still survive in the Customs Museum in London, including the "Ireland" panel.

Collector to Board]

Country, all number 14; but we never received any impression for Ireland neither was there any occasion to apply for the same for by Your Honours direction Irish saile cloth is not liable to be stampd.

155.

20 February 1739

Herewith is transmitted the charge and answer of Mr. Etough, Waiter * and Searcher * at Meales upon a complaint that he does not keep a horse which disables him from performing his duty as he ought to doe. You will please to observe that he acknowledges the charge, but endeavours to extenuate the crime by alledgeing there was noe hay to bought there and therefore he was obliged to hire a horse by which he has done his duty; but we must beg leave to observe that the excuse he pretends to make of the want of hay is a very lame one and must be entirely false, for it is notoriously known that there has not been soe great a pleant¹ of hay nor soe cheap in this country these 20 years, and the said surveyor informs us that he does not perform his duty by rideing his district as often as he ought but neglects the same and pretends he walks it some times by which it appears plainely in our humble opinion that he is very culpable.

156.

27 April 1739

We are of opinion that Mr. Etough, officer at Meales may be situated in a much properer station than where his residence now is, by removing him only a little mile to the town of Crossons which is close by the water side, and where he will have a much better prospect both of the sea and of the river Ribble and be capable of making better observations than he possibly can where he now resides which stands lower and at a distance from the water side and his district and ride will be the same that it now is.

157.

25 January 1740

Please to give directions that the writts may be renewed against Henry Ball, Miles Dodgson, Thomas Dodgson and William Ball, the time for executing the said writts being expired the 23rd instant, but they are all in the country as yet and may be apprehended. The first of the said persons, Henry Ball, being the offender that has been sheltered and protected by the Collector of Preston or he had been secured I presume long since.

¹ An obsolete form of "plenty".

158. Collector to Board

3 March 1740

By this post I am informed by the Collector of Lancaster that Oliver Howard, a most notorious smuggler that was taken by a *Capias* * and sent to the County Gaol in January last has made his escape from thence, and inclosed ¹ is a copy of the jaylor's advertisement by which you'll please observe that he is not very anxious about getting the man again, and with submission it is my humble opinion it is scarcely possible to make an escape out of that gaol but by consent. There has been only two of the like offenders sent thither from this port for severall years past and both of them made their escape.

159.

27 June 1740

Pursuant to your commands of the 14th instant relating to the four extra officers that were sent to Meales to assist Lawrence Etough, the Riding Officer * there, we beg leave to inform Your Honours that they were not sent with a view or expectation making seizures, but to assist him in apprehending and taking some of the smugglers that there was warrants out against, which we are obliged to send our own officers to execute, for the sheriffs' officers will not arrest any of the smugglers as we acquainted Your Honours by our letter of the 2nd ultimo.

160.

10 October 1740

We must once more beg leave humbly to report the difficulties we are under and the prejudice that may arise to the government for want of a proper warehouse and when we have dry goods under seizure and a considerable quantity of East India goods for exportation which happens three-fourths of the year, we are obliged to heap them up in Mr. Richards room, who is housekeeper and yard keeper, till they are very often within three or four feet of the fire, which is so dangerous that we are frequently terrified lest an accident should some time happen to set all the House in flames. And amongst other goods now under seizure there are 34 pipes Spannish wine and 100 barrs raysins, the wine we are forced to put into the cellars under the Custom House that are so damp by having water constantly in them except when they are just pump dry, that we are afraid every day of looseing a pipe or two of wine by the hoops flying off through the dampness that rots everything that comes into them, notwithstanding all the care and caution that is taken to prevent the same, and the aforesaid raysins we were obliged to pile up in the Land-surveyors * office, having no other place that was proper to put them in, &c. Mr. Moorcroft is willing to build at 7 *per cent* which is better than at the kings charge.

¹ Not transcribed.

161. Collector to Board

16 January 1741

The proceedings against Richard Ball (who has not only been a notorious smugler but also a very troublesome vexatious person to the King's officers) has not been carried on for some months past. Therefore I beg to acquaint Your Honours that there is very extraordinary expences attending the said person's being arrested and the consequences that followed the same, he being the person that Mr. Etough was obliged to cut over the head upon his resisting and endeavouring to escape after he was apprehended.

162.

22 February 1741

As to the circumstances of Thomas Rimmer, it is very well known that he a poor taylor with a wife and five children and not worth a shilling, no more than James Spencer; therefore I humbly presume it can be no manner of service to the crown to carry on prosecutions against 'em when their testimony is of so great consequence against such a number of persons who are all in good circumstances; and besides the service in prosecuting they have engaged to do more service of the like nature and also a piece of service which if effected will be of more consequence to the revenue than all their informations, which is to inform me at a proper time when I shall have an opportunity of seizing a large wherry that does most of the mischief now on the coast near Ribble and Wyre Water, being constantly employed in carrying prohibited goods from the Isle of Man to those parts. She is a boat about 16 or 17 tons burthen and sails incomparably well and carries 10 or 12 men always armed. She did belong to the noted smugler Knight until that clandestine trade was broke. The said boat was seized and condemned in Ireland and stole from thence by one Johnson, a renegade who is now master of her; but if this scheme gets the least air the stratagem will be disappointed.

163.

3 October 1741

Pursuant to your commands of the 6th August last we have shipt on board the *Sarah*, William Roberts, master, for London, one cask containing 177½ lb. wt. of counterfeit halfpence directed to the warehouse keeper, and the freight to be paid for the same is two shillings and six pence. The above cask was shipt before we received your orders of the 24th ultimo directing us to condemn the said half-pence before we sent 'em up to your warehouse, but do presume they may as well be condemned as if they were in the port.

164. Collector to Board

1 December 1741

Pursuant to your commands of the 17th ultimo relating to the several deputies to the patentees * of this port, please to be informed that there are noe new deputies appointed by the patent officers * here of late, for Mr. Aldersey is deputy to the Customer,* and Mr. Stoakes, junior, to the Searcher,* and Mr. Sims to the Comptroller,* who has acted as such for many years and these deputations shall be sent up with our next quarterly accounts and the places of their respective principalls * residence annex'd thereto.

165. Ship's Registry under the Wool Act, 1739.¹

26 August 1742

Thomas Clarkson, Mariner of Liverpool, maketh oath that the ship MARY ANN of Liverpool whereof himself is at present master, being a round stern Britt built sloop, burthen about forty tons, was built at Liverpool this present year, one thousand seven hundred and forty-two, and that himself Robert Parker, merchant, William Neal blockmaker of Liverpool, Thomas Patten and John Watkins, merchants of Warrington, Henry Norton, Josa Unthank, merchants of Dublin, are at present owners thereof, and that no' forreigner directly or indirectly hath any share part or interest therein.

Dated at the Custom House Liverpool,
twenty Sixth day of August, 1742.

Thos. Clarkson

Sworn before us 26th August 1742

John Colquitt, Collector.

R. Aldersey, Deputy Customer.

Wm. Sims, Deputy Comptroller.

166. Collector to Board

19 October 1742

Since our last remittance to the Receiver-Generall * on the 20th ultimo we have used our utmost endeavours to procure bills to remitt the king's money, but find it at present impossible. We have by this days post remitted £1164 4s. 1d. which are all the bills we could possibly get in this country, and the Collector has sent to Manchester Rochdale

¹ The ostensible effect of the act of 1739 was to limit the shipment of wool from Ireland to British ships, registered and bonded for that purpose (12 Geo. II, cap. 21). Its general effect was to cause to be registered and bonded what appears to be a very fair proportion of the vessels engaged in the Irish trade.

The Liverpool registries cover 1739 to 1792, after which they would in any case have been subject to the act of registry of 1786 (26 Geo. III, cap. 60) in respect of which the Liverpool records are complete. See also *Transactions*, Historic Society of Lancashire and Cheshire, CV (1953).

Collector to Board]

Chester and all the trading towns in this country, and cannot as yet get one more bill, and how soon they may circulate again is impossible for us to give Your Honours the least information, and therefore most humbly submit in what manner you'll please to order the same to be sent up.

167.

10 May 1743

Pursuant to that part of your commands of the 30th ultimo with copy of petition from Hugh O'Hara and his wife, we have informed ourselves with regard to their circumstances and find they are very low and mean, having nothing to support themselves but quite reduced even to pawning their cloaths for necessary subsistence. That in our humble opinion it would be for His Majestie's interest to make 'em some allowance for their support such as is usual in such cases till the issue of their informations are brought to a conclusion.

168.

16 August 1743

Pursuant to your commands of the 4th instant relating to a representation from Peter Sidebottom, officer in the Isle of Man, concerning the smuggling trade carried on there, and with a copy of the Attorney General's opinion relating to the power an officer has of making seizures there, with regard to the service performed by the officers placed in the said island, we cannot pretend to inform Your Honours of any, and are humbly of opinion it is scarcely in their power to be of any service to the Revenue, for as we apprehend the first design or intention of any officer being placed there was to give an account of the trade in general in the said island and also when any foreign goods were shipt there for any part of Great Britain to give the earliest account to the next port where the goods were designed to be landed; but those advices, if they send any, never come to hand in time as we ever heard of so as to prevent or detect any fraud that was to be committed, nor is it possible as we humbly conceive they should, for they must send their advice by the same vessel that is the smuggler which can never be supposed will be delivered, and perhaps it may be 3 or 4 weeks before they have an opportunity of sending any other advice which cannot be of any manner of service nor do we remember any seizure that ever was made by any of the officers placed in the island.

169.

18 November 1743

By letter of 3rd instant I received a commission out of the Exchequer for setting the limits * of the lawfull keys * etc. to be used in this port,

Collector to Board]

and agreeable thereto I gave notice to the severall gentlemen named therein to meet and settle the same ; but when I acquainted them that the liberty of loading and discharging of goods as set out by the last commission from the north side of a certain place which lies to the northward of Chapell Street and, called the " Hole " ¹ and " Shillypatch " ¹ to the end of Red Cross Street southerly being about 500 yards in length was to be absolutely made void and left out of this return, and that they were to have all the east side of the new dry pier about 170 yards and the north end of the said pier about 60 yards in length added to the former discharging places in lieu of that, whereupon some of them seemed to be surprised and said that they did not apprehend that by this Commission they were to part with any privilege they had before, but to have the above-mentioned addition and the whole that was settled by the former Commission which in my humble opinion is unnecessary and may be in time by the extensiveness of it a prejudice to the Revenue but cannot be of any real service to Trade. I refused to execute the Commission upon any other terms which they would not agree to and so this Commission I presume will be lost but I have not yet returned the same to the Solicitor till I receive Your further commands therein.

170.

11 February 1744

This evening about 5 o'clock the *Tyger* of this place, John Gradwell, master, arrived here from Cork who brings the inclosed ² letters from Capt. Pittman, commander of the *Aldborough* man of warr who told the above named master that he saw the French squadron of ships consisting of 22 or 23 sails of man of warr, wherein he observed either two or three flags on the 28 or 29th ultimo (the aforesaid master is not certain which) about nine or ten leagues to the southward of Scily, and that one of the French frigates about 20 guns gave him chace some time and fired two guns to the leeward, and the captain returned one gun also to leeward, but the French ship did not seem inclined to chace so far as to come out of sight of the fleet ; and the aforesaid Mr. Gradwell likewise says he left Cork on Thursday morning last about 9 o'clock and that on Tuesday before, being the 7th instant another of His Majesty's ships of 20 guns came in there the name of which he has forgot but thinks it was the *Swallow*, and was told by the people of Cork, who said they heard it from the officers of the last ship that they saw on Sunday or Munday last, 16 sails of the French fleet about the same place that Captain Pittman did.

¹ See No. 58.² Not transcribed.

171. Collector to Board

2 March 1744

Pursuant to your commands of the 19th January, 1742, for building a warehouse for His Majesty's use in the yard at the back of the Custom House here agreeable to the plan and estimate formerly transmitted to Your Honours, inclosed ¹ please to receive an account of the charge of building the said warehouse, which amounts to £168 11s. 5½d., which is exactly the amount of the estimate; but in that sum there is included £2 17s. 7½d. for building a small shed joyned to the warehouse for the porters to lock up their weights, measures &c. for the better securing of them which we apprehend was absolutely necessary, there being no conveniency before that purpose, and with regard to the scantlings girders and flooring used in the aforesaid building, inclosed you have a particular account of same which though not exactly according to Mr Smith's report, yet we humbly conceive is full as strong and substantial for youll please to observe that there are more girders than he mentions and the floors laid with better boards than dram deals being firr plank of an inch and a half thick. But there was a necessity of making a cellar instead of a vault for the ground woud not admit of sinking it deep enough for a vault the water came in so rapidly it woud have been always wett and we presume the cellar will be full as usefull. Inclosed you likewise receive a close copy of a new lease we have gott Moorcroft Kirks, the present proprietor of the Custom House to execute, including the new warehouse with whatever was granted before for 50 years wherein, youll please to observe we have added the 7 per cent for building the warehouse to the old rent which makes the whole now about to £132 5s. for the payment of which directions craved. . . .

Mr. Moorcroft the former landlord died before your order above mentioned for building the warehouse and therefore was built by the aforesaid Moorcroft Kirks, and as there was to be a new lease to include the new Warehouse and the proprietor going abroad to Jamaica, we thought it necessary to get it executed before he went, and for the terms first agreed upon when the Custom House built. Had possession since Michaelmas last, so rent due for one quarter is £2 8s. 9d.

172.

6 April 1744

By your directions of the 10th September last I proceeded to Whitehaven to examine into the waterside business both of importation and exportation of tobacco in order to discover the supposed frauds etc. that had been carried on there, and likewise to examine their books and draw out from thence several accounts for the aforesaid purpose. I took along with me Mr. Legg, one of the Landwaiters * here, being the most proper

¹ Not transcribed.

Collector to Board]

person I could fix on to answer Your Honours' directions. We were from home in obedience to the said order from the 6th September last to the 30th October following inclusive, being in all 44 days for which I beg you'll please to order what reward you think proper for the said service.

173.

24 April 1744

Pursuant to your commands of the 10th instant directing us to report what is the most proper place for Mr. Briggs, the Riding Surveyor's * residence, we have duly considered the same and are humbly of opinion that Lancaster is the properest place for him to reside at now his district is restricted to the coasts of Lancaster and Westmoreland, for it is very near the center of his survey and was the place that was formerly appointed for his residence when the coast of Cumberland was taken from his inspection and annexed to Mr. Raye's survey who was Riding Surveyor * on the borders of Scotland but in a little time was dismissed, and then Mr. Briggs district was made the same as before.

174.

7 May 1744

We have read your commands on trading upon the River Wyre in this port and thereupon humbly report, (1) That to the Mainsbrow,¹ one of the present lawfull * discharging places containing 400 yds in length which is about a mile from the Custom House, the channell is so narrow crooked and shallow that ships cannot get thither without manifest danger and hazard unless sometimes at the highest spring tides. (2) That there is another lawfull key of discharging in the said river about 140 yards in length called James' Road² in Higham Poole, to which there is always sufficient water, but that being six miles down from the Custom House is therefore useless. (3) That there is always a large draught of water at all spring tides to Hambleton Scan and a sufficient one to Bucksbank and into Skipppole. The said Scan is two miles from the Custom House lineable cross the river and over which sands the officers may ride when the tides are out. Bucksbank not above a mile from the said poole called Skipppool which is the nearest to the port of any in all the river, being not much more than half a mile

¹ The place was defined in the Exchequer Commission as "that open place called Mains Brow from the Stakes westerly to four hundred yards easterly along the shore; bounded by the River Wyer northerly, and the Mains Brow southerly".

² The place was defined in the Exchequer Commission as "that open place called James' Road in Higham Poole, about one hundred and forty yards in length, bounded by the shore eastwards and the River Wyer westwards".

Collector to Board]

from thence ; so we humbly propose (1) that 180 yds at Hambleton Scan to begin in line with the northernmost corner of a certain house called Wardleys, and to be extended southeasterly may be assigned for a new landing place. (2) That from 36 yds north of the northernmost corner of a certain close at Bucksbank called the Oxhey may be extended to 80 yds along the side of the said river and may be also assigned for the purpose aforesaid, and (3) that from 20 yds easterly of the easternmost corner of the warehouse on the west side of Skippool commonly called the warehouse belonging to Singleton & Co may be extended along the west side of the said poole, which nature alone almost without any assistance of art has formed into a key very suitable and commodious, with the east end of the Bowling Green belonging to William Hesketh Esqr. containing 256 yards may also be appointed for this purpose.¹

175.

13 May 1744

On having recourse to the repository of the old books and papers of this House (in the making out the long account of shipping, shortly to be transmitted to your Honors²) I find them in every great confusion, that the occasion of such disorder has been the want of proper presses, etc. to assort them into when they are laid up. I have therefore taken the liberty to enclose³ to your Honors an estimate of the expense of fixing up some rough boards for the purpose of keeping for the future the books and papers in a regular manner that when you are pleased to order any account to be transmitted to your Honors it may be done in a shorter time and with more exactness.

176.

18 May 1744

Upon building the warehouse lately in the Custom House yard we were obliged to take away the frame that was put up there in the year

¹ The third legal quay * was defined in the Exchequer Commission as "that open place in Ribble Water lying betwixt the Stakes to the westward, and Harrison's Poole to the eastward, being about five hundred yards; bounded by the shore northwards and the River Ribble southwards".

² It is this and a number of other entries in various outport letter-books that suggest to me that Dr. T. S. Willan is mistaken in his comment on the official tonnage returns of the eighteenth century (*English Coasting Trade, 1600-1750* (1938), Appendix 7). He says: "It is clear from the suspicious uniformity of some of the figures . . . that the returns were not always revised and brought up to date" (p. 220). On the contrary, it is the *later* figures that are accurate, and the *earlier* figures sometimes "supplied". Liverpool at least was conscientious, and went back to its old records to get its old figures.

³ Not transcribed.

Collector to Board]

1729 for screwing down tobacco in the hogsheads that were shipt in order that the said hogsheads might be as well made up and secured from being pilfered as they were ; but when the said frame was taken up it proved so rotten and decayed that it is not capable of being made up again ; therefore beg you'll please to give directions that two new ones may be made and fixed on the lawfull keys,* one on each side of the dock, which we humbly conceive will be more usefull and safer for the revenue than to have one fixt in the Custom House yard.

177.

7 September 1744

Mr. Onslow, Riding Surveyor,* having informed me about a fortnight since that one of Owen's crew was lurking about in this town, that was supposed to be concerned in the murder of the boatmen etc at Cardigan, and upon inquiry I got intelligence of his name and a description of him and then immediately apply'd to the magistrates for a warrant to take him upon suspicion ; and yesterday some of the officers light on him and he is now secured in the prison in this town. He is a Manx man and his name is John Callowe *alias* Curlow. I have examined him in a slight manner and he owns he did belong to William Owen's sloop and was with him at Cardigan when he heard there was some mischief done, but did not see anything, only that there was 2 or 3 Spaniards came on board in the night time with drawn cutlasses in their hands and that Owen, the master, threatened to fire upon them if they did not go ashore ; but he does not know what became of those Spaniards but believes they might be drowned. I humbly presume the denomination of "Spaniards" is a concerted title given by those gang of rascals to the Custom House officers after they were murdered.

178.

2 October 1744

About a fortnight since I was informed that William Owen, master of the sloop that committed the murder at Cardigan, was taken in the Isle of Man, and yesterday I was advised by Mr. Sidebotham, officer, there that the said Owen was actually secured in the Castle.

179.

15 December 1744

Pursuant to yours of the 1st instant directing me to furnish James Moss, the evidence, with money and send him up to London, which I should have done much sooner but he was under the surgeon's hand here in order to get one of the balls out of his thigh, which gave him a good deal of pain, which he has done and now he is able to travel. I

Collector to Board]

want very much to get him safe out of my hands, for some villainous smugglers of the Isle Man has found him out here and threatens him much, that now he is not safe here and therefore sett's out this day or to-morrow.

180.

21 December 1744

This day I received the inclosed from James Moss, by which you'll observe that in his way to London at Namptwich in Cheshire, he is taken up by a serjeant of Colonell Cholmondeley's Regiment¹ as a deserter and sent in irons to Chester gaol, of which please to acquaint the Board that application may be made to his colonell. I shall send to Chester to have him subsisted in case he remains there any time.

181.

29 September 1745

I received your commands of the 26th instant this day directing me to supply the commander of His Majesty's forces, or Mr. Abbott,² the deputy paymaster with all such sums of money as I shall have in my hands of the publick revenue; but being pretty much alarmed here with the success of the rebels in Scotland, and fearing if they proceed into England least they might take this county in their road, I have taken care to get rid of all the money I had on ye Customs, having paid a few days since above £1700 for debentures and the remainder which was £880 I remitted by the last post. I have not now left enough to pay the officers' salaries for this quarter, and I much doubt whether I shall receive any money till things are a little better settled for all trade and business seems to be quite laid aside here at present being wholly employed in raising of men and money by subscription to support them. *Has between £500 and £600 of the Import-Excise money³ in hand, and will ask the Excise Board's directions thereon.*

182.

22 October 1745

On the 18th instant the Collector acquainted the Secretary with our suffering a ship to take in provisions for the garrison of Fort William in

¹ Colonel the Hon. James Cholmondeley's regiment, the 34th Foot (later the Border Regiment).

² When General Hawley took over at Newcastle the command of the forces in Scotland, he referred to him as "a very old fellow, one Abbot, whom I desire to have nothing to do with" (State papers (domestic) George II, bun. 78, no. 93— or 245 or 242).

³ I.e. the Excise duties exigible in the ports (e.g. under the acts 12, Car. II, cap. 23, sec. 14, and cap. 24, sec. 28).

Collector to Board]

Scotland being ordered by directions from the Admiralty and Victualling Office,¹ which came here by express to Mr. Carr, agent victualler; and inclosed ² is a copy of the quantity of provisions shipt for which we have granted a cocket,* took bond and cleared the ship this day, being a fair wind, and in the circumstances and necessity of the case we humbly presume will excuse us from breaking through your commands of the 10th instant.

183.

8 November 1745

Receipts during previous month nearly £9000. Has a balance in hand of £2697 4s. 6½d. which he will remit as soon as he can procure bills.

184.

19 November 1745

I have been in great concern and compasion for some dayes past, being under apprehensions that the rebells would have reach'd this place several days since which they might easily have done had they march'd forward when they came first at Carlisle, which was ye generall opinion then. But their progress I hope will now be stopt by General Wade,³ but in case they should venture forward & approach this town I humbly beg you will please to give me your directions how I shall act for the best to secure his Majesties money and bonds that may be then in my hands. I thank God at present I have no money, but the value in bonds is upwards of £90,000, which gives me great uneasiness. I therefore beg you will give me your directions how I shall govern my selfe upon such an emergency. I have pointed out two methods to the Secretary, I beg you'll direct such of them shou'd be execu'd, or any other that you shall think most proper.⁴

185. Ship's Plantation Registry.

[— 1745]

Province of Maryland

In pursuance of an Act of Parliament made and passed in the seventh and eighth years of the Reign of King William the Third, entitled an

¹ For the setting of this incident, see R. C. Jarvis, "The Port of Liverpool in the '45", *Transactions*, Historic Society of Lancashire and Cheshire, XCVIII (1946), 68-74.

² Not transcribed.

³ Marshal Wade had been ordered to march from Newcastle across into Lancashire by way of Rochdale and Manchester.

⁴ Cf. No. 23.

Ship's Plantation Registry]

Act for preventing Frauds and Regulating Abuses in the Plantation Trade.¹

T. Bladen

Jurat John Gardner of Liverpool, marriner, that the ship Liverpool Merchant of Maryland whereof he, this deponent, is at present master, being a pink-stern'd vessel, burthen about one hundred and forty tons, was built in Talbot County in the Province aforesaid in the year one thousand seven hundred and forty five, and that Foster Cunliffe & Sons, merchants in Liverpool and he this present deponent are at present owners thereof, and that no foreigner directly or indirectly hath any share or interest therein.

[Sgd] John Gardiner. Which oath aforesaid was made before us, Thomas Bladen, Esq., Governor and Commander in Chief in and over the Said Province, and Benedict Calvert Esq., Collector of his Majesty's Customs in the Port of Gatuxent.

B. Calvert, Esq.,

Given under our hands and seals the
Eighteenth day of September 1745, in the
Nineteenth year of His Majesty's reign.

186. Collector to Board

24 December 1745

The Elizabeth, Charles Stewart master, from New York, arrived on 20th. She is a condemned prize (taken from the French, and condemned in the plantations). Stewart brings no plantation certificates for his goods, and states as the reason that on his way from New York to Liverpool he was captured by a French privateer. He ransomed his vessel, but before capture he threw his plantation certificate overboard. Cargo; cotton and indigo.

187.

31 December 1745

Pursuant to your commands of the 20th instant,² I repaired to my duty³ and brought with me yesterday the valuable charge of bonds

¹ The Plantation Act of Frauds (7-8 Will. III, cap. 22). The Liverpool registries under this act are contained in 4 volumes, from 1743 to 1784, after which the act for general registry applied (26 Geo. III, cap. 60). See also *Transactions*, Historic Society of Lancashire and Cheshire, CV (1953).

² Not transcribed.

³ John Colquit the Collector had raised and commanded a company of "The Blews", a "royal warrant" unit recruited in Liverpool to resist the rising and invasion. (As to its precise constitutional status, see R. C. Jarvis, "The Lieutenancy and the Militia Laws", *Juridical Review*, LXIV (April 1952), 48-9, and *Transactions*, Lancashire and Cheshire Antiquarian Society, LXII (1950-1), 122-6.) He commanded the detachment at the bridge at Warrington (State papers—domestic—

Collector to Board]

which are deposited in the proper chest from whence they were taken, where they will remain now till they are all regularly discharged.

188.

14 January 1746

The *Royal William* sloop, Captain Luttler Commander, which lay in Hoylake to oblige the ships coming to this port liable to quarantine to perform the same regularly, was drove on shore there by a violent gale of wind when Lord Cholmondeley¹ demanded the assistance of the said vessell for His Majesty's service to secure the stores, records, etc., of the castle of Chester as set forth by his certificate at the foot of the enclosed² when it was supposed the rebels designed to take that city in their way to Wales.³ The owners of the said sloop had been directed to get her off as soon as possible in order to have got her to her proper station to perform the service for which she was placed there; but at that time there was no ship under quarantine nor any expected and as the spring tide then proved low they found it impracticable without a very extra expence; but as Lord Cholmondeley insisted upon her being launched as set forth in Lyttler's certificate on the back of the enclosed² and which occasioned the extra expence contained in the enclosed bill, is humbly submitted to Your Honours to give directions for the payment of the same.

189.

21 February 1746

*As to the special regulations then in force with regard to ships proceeding to Scotland. Six ships have by order of the Board been allowed to carry provisions, etc. from Liverpool to Scotland. Several other ships are loading oatmeal and other goods for the supply of the army & country. Vast quantities of goods bought here for Scotland which does not come under the denomination of provisions & other necessaries for the army. Has detained these for Board's directions.*⁴

Geo. II, bun. 75, no. 57 (or 129 or 149), and later went north with Cumberland. The financial accounts of his company are among the Theyer papers. His company was paid up to and including 15 January.

¹ George, 2nd Earl of Cholmondeley, Lord Lieutenant of Cheshire, and a number of the Welsh counties. Very active in the north-west during the time of the '45.

² Not transcribed.

³ It had been expected on about the 1st of December that the intended route was not towards Derby but into Wales (see State papers—domestic—Geo. II, bun. 75).

⁴ See No. 182n.

190. Collector to Board

7 March 1746

The quarantine sloop Royal William has been sent to Carlisle by Lord Cholmondeley, with biscuit and shoes for the garrison there. As soon as she returned she was again requisitioned for two more voyages, to carry necessities from Chester to the garrisons of Carlisle and Dumfries. The previous transaction was allowed. Now, however, the owners of the sloop—she is a “contract vessel”¹—think it hard she should be sent on voyages involving much risk and wear-and-tear, as their contract was but to supply a sloop for quarantine work.

191.

21 March 1746

Mr. Stuart,² Tide Surveyor, being pitcht upon to be one of the captains in the regiment that was raised in this town, and there being little prospect of any business going forward at that time, and having leave by your orders of the 14th November last to be absent six weeks, he was permitted to march with the regiment on the 10th of the said month when they left this town to join the Duke's³ army, and being ordered to march with the same when they were northward, they remained with the said army till Carlisle was surrendered and did not return till the 22nd January last, during which time we ordered Arthur Onslow to officiate as Tide-Surveyor * that the service might not suffer.

192.

10 May 1746

The amount outstanding under “old and desperate bonds” is £5,357.

193.

19 August 1746

Pursuant to your commands of the 9th instant concerning Mr. Cox, gauger * at Chester, being frequently sent for to this port,⁴ and whether the Landwaiters * in this port are qualified in the art of gauging : * We are humbly of opinion that they are all qualified ; but in the year 1731 when a gauger * was fixed at Chester we received Your Honours directions that upon the arrival of any wine ship we were to give immediate notice to the Collector and Comptroller * of Chester to send over a gauger * hither, which order has been duly complied with ever since, and was the only reason for sending for him ; but as the importation of wine seems to decline at Chester and increase here, and there is

¹ See No. 78n.

² Francis Stuart's Company does not appear to have been paid beyond 15 January.

³ of Cumberland.

⁴ Another late example of the subordination of the staff at Liverpool to the staff at Chester.

Collector to Board]

also a considerable quantity of spirituous liquors imported here, we humbly apprehend he may be of much more service here than he can be at Chester, especially if you think proper to give him directions to officiate here as Land-waiter * whenever that service shall require as Mr. Loftus had who was gauger * there.

194.

21 November 1747

John Button, late of this port, Tidesman,* who was in November last on board the ship *Cunliffe* ¹ where he had the misfortune to have his arm broke by one of the sailors belonging to the said ship, is not able to do any duty nor has not done any since Michaelmas last, and desires to be superannuated he having served in the said office upwards of ten years ; but we cannot certify he is altogether within the rules that entitle him to be put on the said list, for upon examining him as to his circumstances he acknowledges to have two houses in town which bring him in about £8 or £9 per annum. Therefore it is humbly submitted whether he has a just title to the pension aforesaid.

195.

25 December 1747

*As to a prosecution pending against James Ross, merchant, and Alexander Pickerman, master of the Diligence, for treble the value of 42,296 lbs tobacco, landed in the Isle of Man.*²

196.

12 January 1748

Has by him, one William Crow, a porter, who was employed by Simon Lynch of the Isle of Man, consignee, in unloading the above 42,296 lbs tobacco. Crow had great difficulty in getting away from the Island. There is another person there who would give evidence as to this cargo and many others, but the islanders suspecting him an action of debt was immediately trumped up, and he was confined to the Castle, where he still remains.

¹ Although the Cunliffes (Foster Ellis and Robert) were, of course, a noted Liverpool ship-owning family, and their names often appeared on Liverpool ships (cf. *Robert, Foster, Young Foster, Ellis & Robert, New Cunliffe*, and so on), the *Cunliffe* appears to have been owned by another well-known Liverpool ship-owner, George Campbell, as sole owner. She was a hake-sterned vessel of 294 tons, rigged as a ship, built in Virginia in 1742.

² They were under bond to unship plantation goods only at one of the ports of Great Britain, which did not for this purpose include the Isle of Man.

197. Collector to Board

28 May 1748

On the 16th instant Peter Stanley, officer at the Black Rock in Cheshire, seized a parcell of human hair from a man on the shore, containing about 54 lb wt, of which he brought to the Custom House only 49 lb. 2 ozs. which he returned as a seizure, and being informed by the man from whom the hair was taken that he had not brought the whole to the Custom House, and also receiving information that he had been at Chester and offered to sell some hair there, we sent for him over and examined him as to what was laid to his charge when he confessed that he had sold a pound and a quarter of the best sort of the hair for £3 2s. 6d. at Chester for which we have thought proper to suspend him from his office.

198.

2 December 1748

Pursuant to Your Commands of the 24th ulto. with regard to the clandestine trade carried on both to and from the Isle of Man.—I shall humbly offer the following observations. The foreign goods that are brought there are generally imported in foreign ships from France, Holland, Sweden etc. such as brandy, wine, rum, tea, soap and other goods. The tobacco is chiefly such as has been exported from Great Britain and entered * outwards for foreign parts and afterwards relanded in the said Island, some from this port and Whitehaven but most from Scotland. Rum is brought directly from the plantations and a great part of the prohibited East India goods is exported from this port and some others. But to cure that pernicious trade so detrimental to His Majesties Revenue I humbly conceive nothing can do it effectually but by the government having command of the Island by farming * the Revenue there from the Duke of Atholl, the present lord whose duty amounts generally to £1400 or £1500. I am humbly of opinion that if the Government was obliged to give the Duke £2000 per annum, nay even £3000 there would be saved at least £40,000 per annum to the Revenue¹ but if that lease is not to be obtained I apprehend it may in some measure be restrained by appointing two sloops to cruise constantly in sight of the island when weather will permit.

Suggests amendment of revenue law as below :

1. *drawback * not to be allowed for tobacco exported in ships of less than 60 tons, except for Ireland. (In the case of Ireland the restriction would*

¹ An interesting suggestion at this date. It was not until 1765 that the island was re-vested in the crown (5 Geo. III, cap. 26) upon compensation to the Duke of Atholl. The sovereignty of the island had been granted by Henry IV to Sir John de Stanley in 1406 and had descended with the Earldom of Derby until 1736 when the 10th Earl died without issue, and the lordship of Man descended to the 2nd Duke of Atholl as the (maternal) great-grandson of the 7th Earl.

Collector to Board]

be unnecessary, as a certificate of landing is required before debenture * is issued.)

2. forfeiture of vessel in case of relanding goods that have been entered * outward.

3. reduction of the tobacco duty. At present 5s. a lb. when paid in "ready money" : suggests reduction of 2s. 6d. or even 2s. 2d. with a drawback * of the whole less a farthing a lb. Every merchant who has not discharged his bonds, to give an account of the tobacco remaining in his warehouses : the officers to take stock and each merchant must settle his account.

199.

23 July 1749

This day was delivered to Henry Hill, waggoner who inns at the "Castle" in Wood Street on 2nd August, one box directed to Your Honours, weighing thirty two pounds ; and the carriage to be paid is eight shillings, containing the accounts for this port for the quarter ended at Midsummer.

200.

26 January 1750

Pursuant to your commands of the 19th instant with the enclosed ¹ memorial of the merchants of this town relating to an extension of their legal keys,* we have considered the same and are humbly of opinion that if Your Honours are pleased to add the east side and north end of the new pier to that of the Old Dock and the keys about it, it would be very commodious to trade and not inconvenient to officers nor require any additional number of officers, since we have got two additional Land-waiters * and another scale which were absolutely necessary, nor can we perceive that it can in the least be attended with any hazard or prejudice to the Revenue, for the south end of the east side of the said pier joins within a few yards to the present legal discharging place, and we are also of opinion that the present legal keys * are not sufficient for the business of the port, the trade being so considerably increased of late years.

201.

24 July 1750

On Saturday last arrived the *Sincerity* ² cruiser, George Dow, commander, from Whitehaven. The captain informs us that the boat

¹ Not transcribed.

² This incident is more fully reported in [Sir T. Jannsen] *Smuggling Laid Open* (London, 1763), pp. 219 et seq.

Collector to Board]

belonging to the said cruiser * with several firearms etc. was forcibly taken from him by a number of persons assembled together armed with fire arms etc. in the Isle of Man and the cruiser * turned adrift and was in danger of being lost, for making seizure of a Dutch dogger loaden with India goods from Rotterdam.

202.

17 August 1750

On the 13th instant arrived the *Golden Lion*,¹ Robert Patterson master, from the Greenland seas, but without any success, having caught nothing, and inclosed ² you will please to receive a certificate from the proper officers who have visited the aforesaid vessell and also the oath of the master and mate annexed to the lycence to which we humbly refer.³

203.

23 October 1750

Yesterday the Collector received the enclosed ² letter from four of the marriners belonging to the *Sincerity* cruiser, George Dow commander, who are and have been imprisoned in the Isleman above three months by which letter Your Honours will perceive what a deplorable condition they are in which we presume is a very great hardship as they did nothing but what was in obedience to their commander, Captain Dow's orders, which they could not refuse. Its pity but some method could be taken to set the poor fellows at liberty otherwise they will perish for the late Collector having been there informs us that it is not a place fit for a christian to be confined in, which is most humbly submitted.

204.

4 November 1750

Please to be informed that the smuggling in this coast is generally from the Isleman in small boats that never appear on the coast but fall in with the land just in the dusk of the evening, that by their observations they may run in the night time into the place intended for the discharge of their goods where persons are always ready to assist and convey them to a proper place of safety till they have an opportunity of removing

¹ Gomer Williams (*Liverpool Privateers*, 1897, p. 80) says a Liverpool privateer captured a French sloop of war, *Le Lion d'Or*, which was renamed *Golden Lion* and became Liverpool's first Greenland whaler. He refers to Captain Metcalf's series of successful voyages, but does not refer to this unsuccessful one under Patterson. The *Golden Lion* (Richard Thompson, master), also a whaler (see No. 222), was a different vessel.

² Not transcribed.

³ See No. 272n.

Collector to Board]

them. We seldom or ever hear of any number of smugglers passing or repassing in these parts and if there were any such, the officers on the coast cannot possibly seize the goods or secure the smugglers as the officer must always suffer, being single, for they are placed on the coast five or six miles distant from each other unless by a very great accident he may meet with some assistance.

205.

11 December 1750

William Harper, one of the Tidesmen* in this port has been arrested for debt and committed to gaol where he has been for some time and where he is likely to remain for he is an obstinate positive fellow and will not pay the debt.

206.

22 February 1751

On Wednesday last I received the enclosed¹ letter from Mr. Sidebotham, officer in the Isleman, by which Your Honours will observe how much the pernicious trade of that island seems daily to increase. Its a great pity but some method cou'd be taken to suppress it in some measure for it is an unknown loss both to the Revenue and the fair trader. You'll also please to observe that the mariners belonging to the *Sincerity* cruiser who have been imprisoned in the Isleman for several months past are now set at liberty.²

207.

6 March 1753

Pursuant to your commands of the 29th ultimo with the inclosed¹ petition of Elizabeth Fleetwood, widow of Robert Fleetwood, late Tidesman* and Boatman in this port, we have examined the allegations set forth and find that they are not true for the aforesaid Fleetwood after he had been with Mr. Croxton, Tidesurveyor,* instead of going home he went to an alehouse at the dock side where he staid some hours and got very drunk, and coming from thence it being a very dark night he fell into the dock and was drowned. Therefore we are of opinion that the said Fleetwood was not drowned in the execution of his duty and that his widow is not entitled to an allowance.

208.

3 July 1752

We beg leave to observe to Your Honours that Sankey Bridge never was a discharging place for ships from foreign parts, and the flax is an

¹ Not transcribed.

² See No. 201.

Collector to Board]

article that pays no duty ; yet ships from the Baltick frequently bring great quantities of tea, china and other prohibited goods which the seamen would have much better opportunities of running at Sankey Bridge than at this port ; and it would require four or five officers besides the Tidesman * on board to attend the discharging of the vessell which would take up a considerable time, flax being a very tedious cargoe to deliver, and the officers cannot be spared from the port at this season of the year there being no less than nine vessells from foreign parts in this harbour and several more daily expected.

209.

3 February 1753

There is arrived at this port the *Success* of Boston, Stephen Hills, from Pistataqua in America, which vessell is quite new, and this is her first voyage and instead of having a compleat set of sails of British sail-cloth she has got a set of sails all of Russia sail cloth contrary to the acts¹ of the 8th, 9th, 13th, 15th, 16th, 19th and 20th of his present Majesty, by which acts the master forfeits the sum of fifty pounds. Therefore please to signify your directions how I must proceed in this case in order to recover the said penalty. The master has entered * and paid duty for the sails.

210.

15 June 1753

Mr. John Legg, one of the Landwaiters * in this port being very much out of order occasioned by frequent tremblings, lowness of spirits, etc., he begs Your Honours will be pleased to allow him to be absent from duty for a month as his motive for going abroad is for the recovery of his health, and as it is now eleven years since he was absent from duty he hopes you will indulge him with leave without any deduction being made from his salary.

¹ The charging act was 12 Ann., cap. 16, the other acts cited being continuing acts, except that of 9 Geo. II, cap. 37, which by sec. 4 required that every vessel built in the American plantations should upon her first setting out (or being navigated by sea) be furnished with a complete set of sails made up of sail-cloth manufactured in Great Britain. (For the later distinction between British sail-cloth and American cotton, see C. N. Parkinson, *Trade Winds* (1948), pp. 92-3.) In the case of any default, it was not the owners who were held answerable (who may have no distrainable assets at the port of entry in Great Britain) ; it was the master who was subjected to a penalty of £50 for each offence. The doubt the Collector seems to have had was not whether he should proceed against the master for what was really an offence of the owners, but whether to cite the master before the justices or the Court of the Exchequer.

211. Collector to Board

28 September 1753

Yesterday a very unfortunate accident happen'd in this port it being a very high tide which forced open and broke down a barricade of timber which was fixed to keep the water out of the South Dock while some men were employed at work there and, by the sudden rushing in of the tide, forced and drew in severall ships flats* and boats one upon another, and beat to pieces oversett sunk and damaged severall of them. Amongst the number of the unfortunate ones were the *Pce. Frederick*, Hans Paulson master, one of the Danish ships under seizure : she is dismantled and her bow quite bulged in. The vessell is so much damaged that we are informed she will not be worth repairing and also the *Helena Maria Elizabeth*, Thomas Birk master, from Apenrade, which vessell and cargo are under seizure. Her stern is quite torn to pieces and the vessell is so much damaged that we are afraid she will not be worth repairing. The Coast-Waiters' * boat is entirely staved to pieces. We have ordered them at present to make use of the old boat lately employed at Hoylake which with some little repairs will serve them for awhile.

212. Ship's Plantation Registry

20 September 1754

Joseph Mannesty maketh oath that the snow, *Bee*¹ of Liverpool, whereof John Newton is at present master, being a square-sterned vessel, berthen about forty-five tons, was built at Liverpool in the year one thousand seven hundred and fifty-two, and that he himself, Thomas Chalmer Thomas Astley and John Salthouse are at present Owners thereof, and that no foreigner directly or indirectly hath any share part or interest therein.

Joseph Mannesty

sworn before us this 20th September, 1754.

A. Aldersey,
Customer.

John Colquitt, Junior,
Collector.

¹ The *Bee*, the third of Newton's Liverpool ships, had been built and fitted out by Mannesty for the notorious slave captain, the "Old Blasphemer". Newton, however, was taken suddenly ill and had to resign command the day before she sailed. On this, her maiden voyage, she was cut off by the slaves and run ashore, and the master mate and surgeon were all killed. Newton joined the Customs service in Liverpool, and later the church, to become the noted evangelist, slavery reformer and, with poor Cowper, the author of the Olney hymns.

(The declarations in respect of Newton's other vessels, the *African* and the *Duke of Argyll*, are also among the Liverpool Records.)

213. Collector to Board

21 January 1755

Pursuant to your commands relating to the east side of the dry pier and the east side of the new wet dock being added to the present number of landing places at this port, we beg leave to acquaint Your Honours that if you are pleased to agree to the east side of the new dry pier being made a legal discharging place it will be quite sufficient for the despatch of business, and that the Revenue will not be liable to any hazard of frauds therefrom and that the present number of officers will be sufficient, the said dry pier being joining within a few yards to the Old Dock. But if you should also allow the east side of the new wet dock to be made a legal discharging place which lies a considerable distance from the other docks, it would require at least two more Landwaiters,* one established weighing-porter, one extraordinary porter with a new set of scales, weights, etc. and another noon-tender * which is most humbly submitted.

214.

26 June 1756

We beg leave to acquaint Your Honours that yesterday arrived here the *Industry*, Alexr. Ramsey master, from Virginia with two hundred and forty three neutral French prisoners. There were two hundred and forty eight shipped but five of them died in the passage, and inclosed ¹ you'll receive a list with a description of the said prisoners which shall be detained till we receive Your Honours' further commands relating to them. We beg leave to observe that Mr. James Bromfield, a chirurgeon here who is agent for the sick and wounded and prisoners of war has orders from the commissioners of that office to take care of the security and support of such prisoners and has accordingly undertaken the care and provision of these.

215.

21 September 1756

Pursuant to your commands we beg leave to inform Your Honours that there has not been any discovery lately made here of any frauds committed in the tobacco trade, and we flatter ourselves that there are none either practised or attempted, and we shall take particular care to recommend it strictly to all the officers to use their utmost endeavours to prevent frauds being committed in tobacco or any other kind of goods, and also acquaint them that they will be well rewarded for discovering any frauds detrimental to the Revenue.

216.

29 May 1757

On the 15th inst. arrived here the *Cumberland* sloop from a cruise and on the 27th inst. the wind being fair, intended to sail but was dis-

¹ Not transcribed.

Collector to Board]

appointed by nine of the mariners leaving the vessel and their wages being so much lower than what the merchants now give, that we are afraid he will not be able to get men here in their room and he dares not risque the vessel, neither will it be to any purpose to go to sea with the remainder of the crew. The vessel has now been upon her station twelve months and has never in that time made one seizure within her district which plainly shows this is an improper station for a cruiser. What seizures she has made has been to the northward of Whitehaven. The annual charge amounts to five hundred and eighty-three pounds one shilling and three pence besides fire and candle, wear and tear, and the decay of property, which will amount to above fifty pounds a year more. We are therefore humbly of opinion that this vessel can never be of service equal to the expense, and that it will be much more to His Majesty's interest to dispose of her unless some more proper station can be found out for her.

217.

23 July 1757

Inclosed ¹ is an account of some provisions on board the *Victory*, a French prize taken by the *Isaac*,² privateer of this port and legally condemned in the High Court of Admiralty, which provisions the proprietors intend to export to parts abroad, we therefore crave your direction whether the said provisions are liable to any duty or come under the denomination of ship's stores,³ which are exempt, and also whether the sails belonging to the prize ship are deemed ship's stores.³

218.

7 April 1759

Inclosed ¹ please to receive an incident bill of Mr. Ashton's for coals for the use of the Custom House and watch-house at this port amounting to £18 15s., for the payment of which bill we crave your directions.

219.

9 May 1759

We are informed by Messrs. Briggs and Onslow, Riding Surveyors,* that of late there is so little business to be done at Sankey Bridge that it is not worth while to continue an officer there. That John Platt, the officer at Sankey may very well do the business at both those keys.

¹ Not transcribed.

² *Isaac*, a privateer of 16 guns, left Liverpool on 29 November 1756, took *Le Victoire* (of Havre for St. Domingo) on the 8th of January, returned to Liverpool to refit, and left again in June.

³ If the sails were regarded as stores they would not pay duty. See also No. 312*n*.

220. Collector to Board

23 June 1760

We received certain rules and directions for the better regulation of the coast trade and preventing frauds by ships and vessels trading coastwise.¹ We beg leave to acquaint Your Honours that it is impossible for two Coastwaiters * to see all the goods shipped and landed coastways. The coast-ways trade is so great that sometimes there are twenty vessells discharging and as many loading at the same time and some of them at halfe a miles distance from one another and we apprehend that the merchants have the liberty of loading and discharging coast ships in any part of this port. We are therefore humbly of opinion that it will be necessary to have two more Coastwaiters * at least appointed to perform the duty in the manner required.

221.

24 February 1761

Pursuant to your commands of the 21st instant, below is a list of the ships that have cleared * out at this port for Quebec since it has been in possession of His Majesty.

<i>Quebeck,</i>	James Gardner, master
<i>Charming Sally,</i>	William Wallace, master
<i>Granville,</i>	Joseph Brisco, master.

222.

13 April 1761

Pursuant to your commands of the 9th instant with the enclosed certificate and affidavits in order to obtain your Honours lycence for the ship *Golden Lyon*,² Richard Thompson, master, to proceed on the whale fishery.—We beg leave to acquaint Your Honours that we apprehend the penalty of the bond is right,³ being £2,400 which is treble the value

¹ "The Rules and Directions for the better Regulating the Coast Trade" were sent to the outports on the 7th of June, 1760. The final direction was: "Lastly, That the Coastwaiters * do not endorse any sufference * either for the shipping or landing goods coastways but where they personally attend."

² This is not the *Golden Lion* Liverpool's first Greenland whaler (see No. 202*n.*). For an example of this vessel's departure from Liverpool in the March, and return in the August or September, with a crew of just over 50 (all of Liverpool or Whitehaven) see Liverpool muster-rolls, National Maritime Museum—1773-4, no. 70.

³ The combined effect of the acts 5 Geo. II, cap. 28, 6 Geo. II, cap. 33, and 22 Geo. II, cap. 45, was that a bounty of £2 per ton was payable for every British ship (whether built in Great Britain or the American plantations) which being manned and navigated according to law, proceeded from Great Britain on the whale fishery to the Greenland seas, Davis's Straits or adjacent waters. Prior to the vessel's departure she required to be examined as to her qualifications by the proper officer of Customs who was required to take bond from the master. The penalty was referred to locally as "treble the burden of the ship". But as from Christmas 1757 no ship could qualify for the bounty on a greater tonnage than

Collector to Board]

of the bounty, which penalty is agreeable to the act of the 6th of his late Majesty, and not treble the burthen of the ship when exceeding 400 tons, for by an act of the 22nd of his late Majesty no large bounty is to be paid than for ships of 400 tons.

223.

23 October 1761

The business of this port is so much increas'd of late years¹ that we are oblig'd to imply almost as many extra Tidesmen * as established * or preferable Tidesmen,* and have sometimes been oblig'd to send to Chester and Parkgate for officers. The smuggling trade was never carried on in this part of the world to so great a pitch as at present, tho' the officers do exert themselves, and have made several valuable seizures.

224.

22 July 1763

The *Britannia* of this port, James Cook, master, is arrived at this port from the Greenland seas with the blubber and fins of seven whales caught by the said master and ship's company. There is imported in the said ship about three tons of whale fins taken out of a Dutch vessell which was lost in the Greenland seas.² We crave Your Honours directions in regard to the said fins, whether they must pass duty free or pay duty as of foreign fishing, and beg leave to remain etc.

225.

9 October 1763

Mr. Arthur Lord, Landing-Waiter, Liverpool, took two months leave, and a package by the Lively packet, Captain Williams, from Parkgate to*

400 tons; the Collector therefore proposes to base his bond upon the bounty at issue instead of the tonnage. This proposal was quite sound, but in point of fact, the matter had already been covered, for the act of 1733 based the bond penalty not on the tonnage at all, but upon "such sum as shall be equal to treble the bounty intended" (6 Geo. II, cap. 33, sec. 1).

¹ The increasing tonnage in the foreign trade (for example) is reflected in the seven-yearly figures:

	Inwards		Outwards	
	British	Foreign	British	Foreign
1744	18861	3211	19811	2926
1751	29178	2535	31185	2508
1758	36263	7296	38502	6277
1765	53030	8134	53807	9811

(Brit. Mus. Add. MS. 11256-f. 21.)

² The law admitted free of duty only such whales and whale products as were "caught and taken in the said Greenland seas" etc., by the crews of such vessels as had already been certified by the Customs as having been manned in accordance with a certain statutory scale (5 Geo. II, cap. 28, sec. 2).

Collector to Board]

Dublin, to visit his friends in Ireland. Vessel cast away upon the coast of Wales, and every one of the passengers and seamen are all lost.

226.

14 December 1763

The Lively packet has arrived at Milford. [Later she is granted letters of marque.]

227.

8 January 1764

*The Riding-Officer * at Dawpool is on the Liverpool establishment * as a Tidesman,* yet his station is within the limits* of the port of Chester. The situation of the Cheshire and Lancashire coasts is very favourable to smuggling. It seems a complaint had been made to the Board by one, Hough, that two runs had been made on the Cheshire coast within a month. Collector admits this may be true, but states that few of Hough's neighbours are likely to be inadvertently drawn in to assist the smugglers. They are well acquainted with the consequences, several of them having been prosecuted.*

228.

2 May 1764

The act of 1762¹ for building two new churches in Liverpool, by rates and assessments not exceeding 1s in the £ in any year, applies to the various edifices &c. in the town; but the Collector asks the Board's directions before paying it. Reminds them that they directed him, by their order of 12th September 1749 to pay the tax on houses &c. levied under the act of 1747-8² for keeping watchmen.

229.

23 May 1764

Pursuant to their order of 18th, has procured the best private intelligence possible as to the class of goods usually imported into the Isle of Man, and the duties paid thereon, which go to the proprietor of the island.³ The

¹ 2 Geo. III, cap. 68, an act "for building two new churches, St. Paul's and St. John's, and for providing burial-places within the town of Liverpool, and for the better preserving the pavements of the streets, and for ascertaining the fares and prices to be paid to carters, carmen, hackney coachmen and chairmen, and for regulating their behaviour within the said town".

² 21 Geo. II, cap. 24, "for the building a church, St. Thomas's of Liverpool, and for enlightening and cleansing the streets of the said town, and for keeping and maintaining a nightly watch there".

³ This information was collected prior to determining the sum—later fixed at £70,000—to be paid to the Duke of Atholl upon re-vestment in the crown (5 Geo. III, cap. 26).

Collector to Board]

revenue obtained thus has of late amounted to about £6,000 per year, but is expected to decrease. The Collector is sorry he cannot furnish a more complete account. Is told that the rents arising from the land bring into the proprietor about £1,900 per year.

230.

20 July 1764

The accounts for London are put in charge of the master waggoner who runs at the " Ax " in Aldermanbury. Box delivered to waggoner 19th July. Waggon will arrive on the 28th.

231.

27 July 1764

On the 22nd instant, Mr. Edward Lowndes, Tidesurveyor * at this port, seized on shore in Cheshire a small Manx horse¹ worth about thirty shillings or perhaps forty. We crave Your Honours' order for condemnation of the said horse before the justices of the peace, for if he is not condemned before the next term his keep will amount to more than his value.

232.

16 November 1764

On the 6th and 14th instant William Whitfield, Riding Officer * at Formby, seized thirty-two small casks² containing one hundred and thirty-five gallons rum on shore near Formby, which rum is supposed was cast on shore from a smuggling boat from the Isleman which was lost upon that coast in the late storm in which boat was seven men, and only one escaped alive. Since the above seizure Mr. Blundell of Ince's steward and an attorney have been to claim the aforesaid rum as wrecked goods for Mr. Blundell³ whom wrecks belong for that part of the coast ; but we apprehend he can have no right in this case as there was a man escaped alive⁴ from the boat.

¹ The horse had presumably been seized under the act, 8 Geo. I, cap. 18, sec. 16, whereby all " cattle " or carriages, made for or being used in, removing uncustomed goods, were forfeit.

² By an act passed in 1718 (and continued) the importation of rum in containers less than 20 gallons was prohibited (5 Geo. I, cap. 11, sec. 2). This 20 was increased to 60 with regard to the Isle of Man with effect from 5 July 1765 (5 Geo. III, cap. 43, sec. 28).

³ As lord of the manor.

⁴ By common law all wreck of the sea belongs to the crown, except where the right has been chartered away, e.g. to the Duchy of Lancaster or a lord of the manor. By the Statute of Westminster " where a Man, a Dog, or a Car escape quick [alive] out of a ship " (whereby the real owner of the goods may be established) neither

233. Collector to Board

20 November 1764

*Nothing new to report as to Manx smuggling, We are inform'd that the inhabitants are very much afraid of that Island or the Revenue thereof being purchas'd by the government.*¹

234.

4 December 1764

As to wreck at Formby [reported on the 16 November],² John McDonald, the survivor, has stated there were originally 35 casks rum in the boat, and that they were intended to be run. We are therefore of opinion that the lord of manor can have no pretence to the said rum as wrecked goods, and that the same is forfeited.

235.

4 January 1765

Acknowledges Secretary Fremantle's letter of 24th Decr 1764, relating to 4 Romalls,³ 1 Sursucker, and 3 gingham [prohibited East India goods] now in the Custom House at Liverpool. It is supposed these are seized goods, claimed in the Court of Exchequer in 1726, and never condemned. Therefore they should be held to be the property of the person who then claimed them, and not of the Crown. Can only find gingham: The other have been stole.

236.

12 May 1765

There is a vessell arrived at this port from Archangell with five hundred and ninety-three balks of fir timber and other goods, the owners thereof absolutely refuse to provide porters to turn over the balks for the Landwaiters * to measure the timber with callipers and cut the contents on each piece. We therefore crave Your Honours order with respect to that work whether it must be done at the expense of the king or the merchant.⁴ We have stop'd the vessell from discharging till we receive that ship nor anything in the ship "shall be adjudged wreck" (3 Edw. I (1275), cap. 4).

In any case, the spirits would be forfeit to the crown on another issue. See n. 2, p. 79.

¹ A bill was laid before parliament "to remedy the mischiefs" resulting from the Isle of Man smuggling. It was not, however, until the year following this entry (having earlier declined to convey his rights to the crown) that the Duke of Atholl consented to dispose of his rights for £70,000. See P.R.O.: Treasury papers, bun. 434, nos. 302-6, and Customs Library: Board's minutes (Notes and Extracts), III (1758-75), 272-3.

² See No. 232.

³ Thin silk or cotton squares or handkerchiefs sometimes used as head-dress.

⁴ It was undisputed that goods liable to duty by reference to weight should be brought to the King's Beam for weighing, by the merchant at his own cost. The

Collector to Board]

your directions. It will be attended with great expense for it will require three additional porters at least at one shilling and six pence per day each for a considerable time for its work that goes on very slowly.

237.

18 June 1765

On 13th the officers seized (as a result of information received) in a summer house in the garden of Bamber Gascoigne, at Childwell near Liverpool, 656 lbs of tea supposed to have been run from the Isle of Man. The gardener, William Redpath, who is constable for the township of Childwell, whose assistance the officers demanded, immediately admitted them into the garden, and unlock'd the door of the summer-house where the tea was lodged, therefore it is evident he must be concerned.

238.

5 July 1765

On Sunday next will be sent from hence by the stage coach which will be at the *Swan with Two Necks*¹ in Lad Lane on Tuesday next about seven o'clock in the evening, a small paper parcel containing the samples of some gunpowder the officers being at a loss to know under what denomination it must be entered, whether as "corn" or "serpentine".²

239.

19 January 1766

Pursuant to Secretary's letter of 16th, informs the Board no vessels have arrived which cleared * out from the American colonies since the 1st of November last. Asks directions, as several are expected, as to procedure if the clearances &c. of such vessels be not properly stamped,³ agreeable to the act passed during last Session.

Customs seem to have argued that where goods are liable to duty by reference to some other form of measurement, the "turning over" for this measurement was analogous to bringing them to the beam.

¹ Presumably a corruption of "two nicks", or marks across the bill, which distinguished the ownership of swans on the Thames, two such nicks being the sign of the Vintners' Company, and hence presumably the "sign" of this house. Larwood and Hotten (*English Inn Signs*, 1951), p. 139, refers to the "*Swan with Three Necks*" in Lad Lane.

² The rate of Customs duty on "Gunpowder, *vocat* Serpentine" was £5 the cwt., that on "Gunpowder *vocat* Corn powder", £8.

³ The Stamp Act for America (5 Geo. III, cap. 12) which came into effect on the 1 November 1765, imposed a stamp duty not only upon such familiar articles for stamp duties as playing cards, dice, newspapers and so forth, but also upon a wide variety of deeds instruments and legal documents including any "cocket * of clearance within the said colonies and plantations". A valid clearance from the port of departure was required to be produced to the Customs in the port in Great Britain, in order that the Customs might be satisfied that the terms of the navigation laws had been complied with.

Collector to Board

18 March 1766

Has refused to accept the oath of a mate¹ as entitling a cargo of deals and other timber from the American plantations to the premium payable on goods under the act of 1765-6.

241.

14 June 1766

Last night some villain got into the Long Room * of the Custom House and broke into the Collector's office by taking a pannell off the door, and have stole one hundred and eighty pounds out of the clark's drawer. No danger was apprehended as a considerable sum of money was also kept in the same office on account of light dues² and Mediterranean passes,³ which unfortunately shared the same fate, to the amount in the whole of upwards of five hundred pounds. Every method is taking to find the offenders. Inclosed⁴ your Honours will receive two advertisements which we have caused to be distributed about the town and country in the absence of the Collector who is abroad by Your Honours' leave.

[P.S.] Out of the drawers was also taken upwards of eighty pounds, the property of Messrs Hatton and Wilson, clerks to the Collector.

242.

16 June 1766

A man having absconded from this town who answers the description given in the inclos'd⁴ advert and there being great reason to believe he is the person who robbed the Custom House on Saturday morning last, we have by this express wrote to Sir John Fielding⁵ to use his endeavour to apprehend him. It being supposed he is gone to London, we have also wrote to the Collectors and Comptrollers of all the principal ports. . . .

¹ The terms of the act (5 Geo. III, cap. 415, sec. 2) required the production to the chief officer of Customs at the port of importation a certificate under the hand and seal of the governor, the lieutenant-governor, the collector of H.M. Customs in the colony or plantation, the naval officer there, or any two of them, given before the departure of the vessel.

² See No. 67.

³ The provisions relating to the statutory registry of British ships did not (at this period) relate to British-owned British-built ships *not* engaged in the wool, European or plantation trades. Great Britain and the Barbary States had entered into certain treaties guaranteeing freedom of passage to British vessels, but in the absence of certificates of British registry the vessels had no means of proving the British status.

Admiralty passes were therefore granted to British vessels in the Mediterranean trade (see 4 Geo. II, cap. 18), and the Customs took certain declarations in connection with them, and collected certain fees.

⁴ Not transcribed.

⁵ The Bow Street magistrate.

243. Collector to Board

18 June 1766

This morning information was received from Chester that Smith was apprehended there yesterday about 3 o'clock by two serjeants belonging to the Cheshire Militia who imprudently let him escape. He is most certainly the man who robbed the Custom House on Saturday morning. Diligent search is making after him by the officers of the Customs assisted by the militia.

244. Board to Collector

20 June 1766

. . . Putting the king's money in a private drawer is highly improper, and the Collector must be answerable for the loss of the crown's money. . . .¹

245. Collector to Board

20 June 1766

On Wednesday last about eight o'clock in the morning the man who robbed the Custom House was taken at Wrexham near Chester by Mr. William Griffiths, a Landwaiter * at this port and his son (of Chester) who had been in pursuit of him all the night before. They found about him, three hundred and fifty nine pounds, one shilling and sixpence, the remainder of the money it is supposed he has made use of having bought cloaths and other things to the amount of eighty pounds or upwards. He was brought here the same evening and examined before the mayor of this town. His examination was very evasive. Last night he confessed the robbery to the turnkey, and this morning he was committed to Lancaster gaol. We cannot avoid mentioning to Your Honours how remarkable active Mr. Griffith has been in this affair and how much we are indebted to that gentleman for this man's detection. The money is lodged in the Kings Chest sealed with Mr. Griffith's seal in order to be produced on his trial.

246.

13 September 1766

Cornelius Molton, *alias* John Brown *alias* John Smith, the villain who entered into and robbed the Custom House of a considerable sum of money, was at the last assizes at Lancaster convicted of the burglary. I have therefore taken the liberty of sending to Your Honours the inclosed ² bill of charges amounting to the sum of ninety four pounds, six

¹ Prior to taking office, a Collector was required to execute and deliver a bond in an approved penalty (varying with the status of the port, and the amount of money passing through to the crown account), and with approved sureties. In the event of any defalcation misfeasance, or deficiency, the bond could be escheated. The mere threat was usually sufficient.

² Not transcribed.

Collector to Board]

shillings and fourpence. As I shall be a considerable sufferer by the robbery besides the abovementioned charges which have been disbursed with the utmost frugality I humbly pray Your Honours will take the same into consideration and grant your order for repaying the aforesaid sum. Smith in consequence of his sentence passed by the judge was hanged and is hung in chains near this town as an example to deter other villains from attempting the like here or elsewhere.¹

247.

1 November 1766

Refers to a petition from Messrs. Atherton and Earle, Liverpool merchants, to be allowed to pay duty on a quantity of brandy, imported from the Isle of Man to Liverpool for shipment "in the African trade only",² under the act 5 Geo. 3, cap. 30, for which the Board of Customs have granted a licence. They imported from the Isle of Man 19,964 gallons brandy, and paid one-half of the "Old Subsidy" as provided for by the act. Have exported but 6154 gallons of this. Part of the 13,810 gallons remaining is French brandy. Collector asks Board's directions as to whether he should take the further duties on this for home use.

248.

9 January 1767

Reports on an anonymous letter, signed "An Importer", stating that smuggling is carried on in the port. States it is true the Admiralty cruisers have made but one seizure, yet they must have a deterrent effect. The merchants do not go off in boats to meet the ships. We never heard of any merchant or other person at this port that ever made a fortune or that ever got anything by the smuggling trade. We look upon the merchants here to be gentlemen of honest fair characters, if they are not so, we are much deceived. We are of opinion that the informer, "Mr Importer," never imported any goods, that he is some troublesome person that has nothing to do.

¹ See No. 255.

² From the date of re-vestment (1 June 1765) the trade of the Isle of Man with Great Britain, and particularly in brandy and other spirits, was placed under stringent regulation (5 Geo. III, cap. 39). In the same year an act was passed to facilitate the export trade to Africa (5 Geo. III, cap. 30), and it included a concession to extend to spirits in the Isle of Man, doubtlessly originally accumulated in the island with the intention to smuggle into England. If the Board granted a licence to export under the African Exports Act, to ship this brandy to Africa on the payment of the moiety of the old subsidy (sec. 8), and then merchants later diverted the goods on their way to Africa *via* Liverpool to home consumption in Great Britain, it would be a way of circumventing the intentions of the other act.

249. Collector to Board

[—]

The whalers belonging to the port at this time, as shown by the applications for the Greenland bounty,¹ were the Golden Lion, Endeavour, Liverpool, Grampus, Britannia, Prince Frederick &c.

250.

28 July 1767

As to debt by one William Greenway, demanded by the crown in 1718. The account thereof being very intricate and perplexed, the Collector employed a local attorney to examine it. The debt amounts to £721 6s. 2¼d. The last payment was in 1751, when John Ashton and Elizabeth Sutherland paid £219 6s. od., but that was merely as interest as far as it would go, which did not lessen the debt, as regards principal. Greenway is dead, and Mr. Joseph Brooks, merchant, is the surviving assignee of a renewed commission of bankruptcy taken out against Greenway during his life. Brooks holds over £395 under this commission—has admitted this much—but will pay nothing.² Collector hears he has much more, as proceeds of Greenway's effects, and could be made answerable if the fiat which was taken out against the said Greenway could be found.

251.

21 August 1767

*In return to the inclosed memorial³ we beg leave to inform Your Honours that when any vessell is performing quarantine at Hoylake, the Tidesmen * and Boatmen there do alternately watch in the sand hills day and night to prevent any goods from being run or any of the marriners making their escape from the vessell before the time of performing quarantine is expired, for which service we are of opinion they deserve some allowance.*

252.

30 December 1767

Has informed Brooks he must not part with any of the proceeds of Greenway's estate except to liquidate the debt to the Customs.

253.

10 October 1768

Lieutenant Cross of the Hornet. revenue cruiser, has gone in search of the smuggling cutters and wherry said to be on the Welsh coast.*

¹ See No. 272n.² See No. 252.³ Not transcribed.

254. Collector to Board

25 March 1769

*Nassau, from Virginia, has arrived with 12 hogsheads of tobacco and 1400 pipestaves, entered * and landed at Liverpool, and 1750 quarters of wheat for Lisbon. Vessel entirely new, built in Virginia.*

255.

10 April 1769

Some wicked evil-design'd persons have taken down and carry'd off the body of John Smith¹ who was hung in chains upon the shore near this port for robbing the Custom House on Friday the 13th June 1766, of which we thought proper to acquaint Your Honors that if you thought it worth while you may advertise a reward for the discovery of the person or persons concerned—on Saturday the 1st of this month in the night.

256.

26 April 1769

In return to the enclosed² memorial of George Jenkins, we beg leave to inform Your Honours that he is mistaken. The officers of Excise (not the Customs) were the cause of a vessel being set on fire by making use of a naked candle in the hold of a vessel, for which they were discharged by the Commissioners of Excise. The Surveyors * Boatmen and Tidesmen * assure us that they never rummage any ship or vessell (when they want light) but with a candle well secured in a lantern, which we apprehend they have a right to do. We are of opinion that Jenkins's complaint is false and groundless and was made with no other design than to cast a reflection upon the officers.

257.

19 May 1769

James Marshall, Boatman, and Smith Horne, Tidesman,* apply'd to the Collector for leave to go to Chester at the time of the races, which he absolutely refused, telling them leave to be absent from duty upon any such idle errand and that it was much fitter for them to stay at home and mind their business; notwithstanding which they both had the assurance to go there of which we think proper to acquaint Your Honours that you may order them to be punished in such manner as you think they deserve for without subordination the Revenue will suffer.

258.

11 August 1769

Yesterday afternoon Mr. William Hunter, one of the Tidesurveyors * at this port, had an information given to him of some coffee and rum

¹ See Nos. 241-6.² Not transcribed.

Collector to Board]

being carry'd into the house of one Thomas Holt of Price's Square at this port, which had been clandestinely run and landed without payment of duty. Mr. Hunter had a writt of assistance,¹ some inferior officers and a constable with him, and went to the said house and demanded admittance which was refused. The constable then broke open the door and upon searching the house Mr. Hunter found one keg and four cane bottles of rum and six small bags containing about one hundred weight of raw coffee which he seized ; but before he could get it conveyed to the Custom House a great mob arose and a part of them broke into the house and rescued the coffee and rum from him which they threw into the street which were carry'd off by the mob. After that they beat and abused Mr. Hunter in a very cruel inhuman manner and it is thought would have murdered him had not some compassionate humane gentleman interfered and got him away from the mob. He is now much out of order and not able to attend his duty.

259.

1 October 1769

One Shute, an informer, very inhumanly treated by a mob. A very worthy young gentleman, a justice of the peace, interfer'd, and rescu'd him Shute in the infirmary. Collector suggests that in future the Customs should ask assistance from the Corps of Invalids² stationed at Liverpool.

260.

14 November 1769

The Surveyor-General of Customs has stated that oil from Newfoundland should not be passed duty-free unless imported in the British ship by which it was taken.³ Since 1731 this has not been enforced at Liverpool, but all oil in British ships accepted as of British taking and passed duty free, if the master swears to the taking. Collector says the Liverpool merchants concerned in the trade send out British built ships to remain on the Banks and take and cure, and import the goods in other British built ships. He maintains that the Liverpool practice is correct.

¹ A writ out of the course of exchequer—an open search warrant—provided for in the Act of Frauds * (14 Car. II, cap. 11, sec. 5 (2)).

² Garrison or reserve troops, perhaps incapacitated for active service, other than garrison duty.

³ It was perhaps a strict reading of the law that the oil must be entered by the ship by which it was taken, for its admission free of duty depended upon the master's declaration, and a master cannot be said to be the master of another ship. The transaction is an interesting anticipation of factory ships and the intelligent application of existing law to a developing trade practice. The law now speaks, for example, of "fish of British taking" (22 Geo. V, cap. 8, 1st schedule).

261. Collector to Board

4 September 1770

Inclosed ¹ please to receive a copy of the Commissions and the setting out the extents, bounds and limits of this port whereby you will observe by the commission of the reign of King Charles the Second ² about five hundred yards, vizt. from the end of Red Cross Street southerly to the Shilly Patch northerly, were assigned and appointed for the landing and discharging lading or shipping of any goods wares or merchandise within this port ; and by the commission in the reign of King George the First ³ the said five hundred yards are assigned and appointed for the landing and discharging etc. and also all the warfs or keys round the Old Dock being about seven hundred and thirty yards (between the end of Redcross Street and the Shilly Patch mentioned in both the aforesaid commissions) are now made into a wet dock (at a very great expense), the merchants therefore insist that they have a right to have their goods wares and merchandise examined and passed there as a lawful key. The officers do not think so, they look upon it only as a wharf or key for landing and shipping of goods, not for examining and passing the same. We therefore crave Your Honours' opinion and direction whether the five hundred yards between Redcross Street end and Shilly Patch (which is now converted into a wet dock) is or is not a legal * warf or key for examining and passing of goods.

262.

30 October 1770

Inclosed please to receive several tradesmen's bills etc amounting to the sum of £80 os. 6d., for the payment of which bills we crave Your Honours directions, and beg leave to remain etc.

William Sandford, cooper, (4 bills)	£10 18 6
Thos Howard, chandler,	4 15 8
John Sibbald, stationer,	19 6
Martha Wilding, for gorse to the burning pipe *	14 0
John Eaton, for cartage,	16 3 0
Edward Croston, blockmaker,	1 14 4
Ann Tatlock, for tobacco bags,	1 19 2
Galley & Gardner, blockmakers, for oars,	1 17 11
Thos, Galley, boatbuilder,	3 18 6
Edward Allcock, painter	16 0
John Rider, iron-founder	2 12 8
Nat. Lee-Smith (4 bills)	5 13 9
Wm. Smith, bricklayer,	1 17 7
Jos. Brooks, for coals,	18 18 0

¹ Not transcribed.² For text see No. 58n.³ For text see No. 58.

Collector to Board]

Thos. Sutton, for carriage of stationery ware etc from London,	£3	3	0
Henry Bridge, joiner,	5	0	10
Thos. Turners, cabinet maker,	13	0	
John Colquitt, Collector for postage of letters,	1	2	2
John Colquitt, Collector carriage paid for boxes and parcels sent to London,	2	2	6

263.

16 November 1770

We are just now informed that last night ten seamen have made their escape from the *Betty* Thomas Andsell, master from Riga, now performing quarantine, for fear of being impressed. We have advertised the said seamen (with a description of them) in two newspapers published here in order to apprehend them that they may be dealt with according to law. This shows the necessity of having a party of soldiers to guard the shore alternately, and for an Admiralty cutter or two to attend the quarantine service as represented to Your Honours in our letter of the 24th ultimo to which we refer.

264.

3 December 1770

We received your commands of the 29th ultimo directing us to pay one shilling a man each to a serjeant a corporal and twelve private men, that were sent from Chester to Hoylake (at the request of the Collector and Comptroller* of Chester) to assist the officers upon quarantine service. We beg leave to acquaint Your Honours that we don't know how long the soldiers were at Hoylake and as they belong to the garrison at Chester and as it would take them a day to come here and another to return besides the expense to which it would put them, we humbly submit it to Your Honours whether it would not be more proper for the Collector of Chester to pay the said soldiers there than the Collector here.¹ As to the other part of your aforesaid commands with respect to some accommodation to shelter the soldiers or any others employed in the quarantine service at Hoylake, we apprehend six sentry boxes will be most proper and the least expense, which may be had for two pounds each if your Honours approve thereof.

265.

3 April 1771

In return to the enclosed petition,² we beg leave to inform Your Honours that the late John Tyrer (the petitioner's husband) was one of

¹ The other side of the medal of Liverpool—Chester "rivalry".

² Not transcribed.

Collector to Board]

the preferable Tidesmen* at this port and was unfortunately drowned in the dock when upon duty. He has left a widow in very distress circumstances. Your Honours have been pleased in the like unfortunate circumstances to allow the widows of established Tidesmen,* seven pounds and ten shillings, being a quarter of a year's salary, which is humbly submitted.

266.

9 August 1771

Enclosed¹ please to receive an affidavit relative to the loss of sundry kinds of merchandize mentioned in the said affidavit which were shipt at this port on board the *Nancy*, Roger Williams, master, for Africa, which vessel was wrecked at Holyhead in North Wales; the merchants concerned therefore crave Your Honours order for allowing them debentures* for the goods so lost as usual in the like unfortunate cases.

We have received a new fly press² with a seal engraved in steel for stamping the Landwaiters* and Tidesmen's* books at this port,

267.

6 December 1771

We beg leave to acquaint Your Honours that Mr Onslow, Riding Surveyor* who visits the officers at Hoylake, informed us that there is not the same draft of water³ in the lake by three feet as there was last year, that at low water there is not above twelve feet, therefore it cannot be safe for vessels that draw more than twelve feet water to ride there during the time of quarantine.

268.

20 January 1772

In return to the inclosed⁴ petition of Betty Whittle, widow of the late John Whittle, master of *Vine* of this port, we beg leave to acquaint Your Honors that the said John Whittle and his ship's company were all lately lost upon the coast of Ireland bound from Oporto to this port in September last, the said Whittle reported his vessel from Oporto and made a just and fair report of his cargo for which voyage he did not apply for his portage* bill which would have been due to him had he been alive. We therefore apprehend there can be no objection to making out a portage bill for that voyage and paying the same to his widow, the petitioner.

¹ Not transcribed.

² A screw-press, worked by a fly(-wheel).

³ As to the blocking up of Hoyle lake, see C. N. Parkinson's *Rise of the Port of Liverpool* (1952), 119-23.

⁴ Not transcribed.

269. Collector to Board

25 February 1772

In return to the enclosed ¹ memorial of the merchants of this port with respect to filling up casks of rum upon the quay before they are gauged * by the officers of Customs, we beg leave to acquaint Your Honours that we apprehend it can be no disadvantage to the Revenue to suffer such casks as fall short of 100 gallons to be filled up at landing before they are gauged, for a cask when full may be gauged with a greater certainty than an ullage cask.² The Commissioners of Excise have given directions to their officers here to allow such casks of rum as fall short of one hundred gallons at landing to be filled up on the quay in the presence of the officers before they are gauged or samples taken, which method is frequently at the port of London (as the officers of Excise here are informed) provided such casks are filled up from others of the same entry * or bond. The duty of Excise upon rum is above eleven times ³ as much as that from the Customs, and as the Commissioners of Excise have allowed such casks of rum as fall short of 100 Gallons to be filled up at landing in the presence of the officers, we humbly apprehend Your Honours will have no objection to the like method as it cannot be attended with any prejudice to the Revenue. Which is, &c.

270.

29 April 1772

Inclosed ¹ please to receive an incident bill of Thomas Galley's, boat-builder, for building a new boat for the Tide-Surveyors * at this port, amounting to £33 15s. 0d., which boat was built in pursuance of your commands on the 3rd December last for the payment of which bill we crave your order and beg etc etc.

271.

8 May 1772

In return to the enclosed ¹ application of Mr. William James, relative to two leopard skins under seizure at this port out of the *Hazard*, Joseph Hughes, master, from Africa,⁴—We beg leave to acquaint Your Honours that the officers on board the aforesaid vessel inform us that the said

¹ Not transcribed.

² An ullage cask is one the liquid contents of which are short of its full capacity. It will be obvious that it is much simpler to measure and calculate the total capacity of any curved-sided vessel (such as a barrel or hogshead), than part only of its contents. The objection the Customs had, however, was to giving the staff or anyone else on the quay any excuse for abstracting any wine or spirit at all from its container for any purpose whatsoever.

³ The rum duties were extremely complicated, but it could be said briefly that the Excise "single" duty was 4s. 8d. per gallon, the Customs about 5d.

⁴ For Joseph Hughes' muster-roll in respect of this voyage, see National Maritime Museum, Liverpool muster-rolls, 1772-3, No. 252.

Collector to Board]

two leopard skins which they seized were concealed under the master's bed and were not reported. We therefore are humbly of opinion that the same are forfeited.

272.

1 July 1772

The *Golden Lyon*, Richard Thompson, master from Greenland seas, is arrived at this port laden with the fins and blubber of seven whales etc, and enclosed ¹ you receive the lycence ² affidavit ³ and certificate,⁴ in order to intitile the merchants concerned to the bounty to which we refer.⁵

273.

3 July 1772

The undermentioned vessels are arrived at this port from the Greenland seas and inclosed ¹ you receive the licences affidavits and certificates in order to intitile the merchants concerned to the bounty to which we refer.

The *Grampus*,⁶ Jonathan Wheatley, master, with 5 fish.

The *Jenney & Polly*, Robert Batson, master with 9 fish.

274.

27 July 1772

Inclosed ¹ please to receive two incident bills, one of George Byrom's for the hire of the *Cumberland* flatt * for riding quarantine at Hoylake, with cotton wool out of the *Polly*,⁷ John Diston, master, from Leghorn

¹ Not transcribed.

² Granted by the Commissioners of Customs, authorizing the ship to depart on its voyage, she having satisfied the statutory conditions; and taken up upon her return to her home port.

³ Sworn by the master and the mate that the vessel proceeded directly upon the voyage and upon no other, and that they "used their utmost endeavours to take whales and other creatures of those seas".

⁴ Granted by the Officers of Customs who, upon her return from her voyage to the port mentioned in the oath above, had to go on board and view her condition and lading, take a schedule of the names of the crew (distinguishing master, mate, harpooners, and so on), and certify the same together with their observations thereon.

⁵ The Officers of Customs take up the licence granted for the voyage, and the affidavit sworn by the master and mate, and if satisfied the whales etc. on board were *bona fide* taken by them in the Greenland seas, forwarded the documents to the Board, who made payment of the bounty through the Receiver-General. (See also Nos. 222 and 260n.)

⁶ *Grampus* changed master for her next trip, being taken to sea by John Cathwick (Liverpool muster-rolls, 1773-4/48).

⁷ For the *Polly's* muster-roll on her return from Leghorn, see Liverpool muster-rolls 1772-3/66.

Collector to Board]

for 14 days at one guinea per day as per agreement : fourteen pounds, fourteen shillings. The other of Thomas Jones for the hire of the flatt * *True Briton*, for riding quarantine at Hoylake with cotton wool taken out of the said ship *Polly* from Leghorn for fourteen days at one guinea per day : fourteen pounds, fourteen shillings ; for the payment of which bills amounting together to the sum of twenty nine pounds eight shillings, we crave Your speedy directions as the owners of the said flatts are impatient for their money.

275.

24 November 1772

There is wanted immediately (for there is not any sheet left in the office) twelve quire of imperial paper ruled for goods inwards, and three quire of imperial paper ruled for goods outwards, which we beg you will order to be sent as soon as possible with the Landwaiter's * books craved on our letter of the 18th instant.

276.

19 June 1773

In obedience to Your Honours' commands we report that John Jones was, as he setts forth, carried away to sea, the pilot of the ship John Heywood refusing, as he alledges, to take him over-board when he left the ship at sea ; and he was landed we believe by a Welsh sloop which they accidentally fell in with at the Bursheads on the coast of Wales.

277.

28 July 1773

The ship *Dolphin* ¹ from the Greenland seas is arrived at this port with the fins and blubber of two whales etc ; also the ship *Auckland* with the fins and blubber of four whales etc ; and inclosed ² you receive the licences affidavits and certificates ³ to entitle the merchants concerned to the bounty, to which we refer.

278.

6 September 1773

Herewith is transmitted ² to Your Honours the abstract for the month of August, wherein you will be pleased to observe there is a ballance due to the king of £3221 5s. 5d., which is by this port and by the carrier

¹ John Cathwick was master, with a crew of 44, a voyage of 4 months and 23 days (see Liverpool muster-rolls, 1772-3/92).

² Not transcribed.

³ See No. 272nn.

Collector to Board]

who setts out this day, remitted to the Receiver-General * together with part of the growing¹ receipt, viz.

12 bills of exchange amounting to	£2805	8	7
706 ounces of diminished gold coin @ £3 17s. 10½d.	2748	19	9
	<u>£5554</u>	<u>8</u>	<u>4</u>

279.

18 September 1773

Having examined into the matter of the enclosed² application, we find what is therein set forth to be exactly true. It is also the case of some other boys (apprentices to the captain) who brought home small parcells of sugar for their parents which are also brought here by the officers on board, none of which on examination we find was concealed, though not reported, would Your Honours be pleased to take their case into consideration, they, as they say, having no friend to write petitions to Your Honours for them, and permit us to admit their small parcells to an entry * which is most humbly submitted by etc.

280.

21 January 1774

The merchants in this port although they have ever, since the New (or St Georges) Dock was finished, taken out special sufferances * for the landing and shipping goods on the west side thereof, do not declare to us that they claim that ground as a legal * landing and shipping quay,* alledging that it is included in the commission of the 20th August 1723,³ and that, supported by the corporation (which resolution has been signified to us by their town clerk) they are determined to try this (supposed) right in a court of law.

281.

10 May 1774

There is now ready to sail from Liverpool to Dunkirk, the Tally, Capt. Credy, belonging to Ireland. She has taken in 70,589 lbs of manufactured tobacco ("Irish roll"). She is become, I find, an annual ship. Thinks it likely she may run her goods in Ireland.

¹ An interesting example of the use of the word "growing" in the sense of "being due" or "in prospect". Cf. Falstaff's, "I lay aside that which grows to me" (2 Hen. IV, I, ii), i.e. that which is due to him, or which he *expects* to receive.

² Not transcribed.

³ See text of Exchequer commission, No. 58.

282. Collector to Board

19 July 1774

Has detained certain "Wool cards" ¹ shipped on the Betsy for Virginia.

283.

7 December 1774

Has enquired of the town clerk as to grounds upon which the corporation claim certain lands on the west side of St. George's Dock. States they insist that this land is a legal quay, being included in the commission of 1723,² and quote an opinion of "Mr. Wallis"—The 592 yards from the point A at the bottom of Red Cross Street to the point B at the bottom of Chapel Street, said to be used as a lawful quay,* in lieu of 500 yards from the end of Red Cross Street northerly to the Shilly patch mentioned in the commission,³ includes the east side of St. George's Dock increased in the number of yards by the angles from 500 yards mentioned in the commission to 592 yards as by the plan before your Honours. States the St. George's Dock was completed and opened 26th August, 1771. Ever since then it has been the practice to take out special sufferances* for discharging at the piece ground now in dispute.*

284.

7 December 1774

In obedience to Your Honours commands signified to us in Mr Stanley's letter of the 1st inst., we report that the patent Customer* allows his deputy one fifth part of the fees which amount to much more than £20 per annum and that the patent Comptroller* allows his deputy £40 a year and no proportion of the fees.⁴

¹ An act of 1695 prohibited the exportation of any frame for the knitting or making of hosiery or "other wearing necessities" (7 & 8 Will. III, cap. 20, sec. 8). An act of 1749 went farther by prohibiting any tool or utensil used in woollen or silk manufacture. Officers of Customs were to seize all such articles intended to be exported, and together with masters or captains of ships were placed under heavy penalties to execute the act (23 Geo. II, cap. 13, secs. 3-7).

² See text of Exchequer commission, No. 58.

³ See text of Exchequer commission, No. 58. It is not legal to ship or unship goods in the foreign or dutiable trade at a place not specified in the current Exchequer commission* save with specific permission. Such specific permission is termed a "sufferance".*

⁴ The Officers—patent and deputy—had an understandable reluctance to let the Board know the exact amount of their fees. According to manuscript and other sources in the Customs Library, John Pelham the patent Customer received (in his capacity as patent Customer of the head-port, i.e. Chester) as an annual average for three years, viz. 1772, 1773 and 1774, a salary from the crown for himself and his clerks of £237 11s. 8d.; fees of £1,417 6s. 0½d.; he allowed to his deputies £686 15s. 11¼d.; and had after deduction of taxes and other charges, a net annual income of £937 15s. 0¾d.

The patent Comptroller was John Burgoyne who received a salary of £189 10s. 0d.,

285. Collector to Board

2 January 1775

If Your Honours will be pleased to look on the plan we transmitted of the dock &c. here, you will find (unless the person who drew it has made a gross mistake) that the dotted line crossing Chapel Street at one end and extended at the other to Red Cross Street was about highwater mark before the docks were made, the low water mark being below the westernmost part of the New Dock.

[*Postscript*]. It may not be improper to observe to Your Honours that since the last commission (setting out the legal quays * in 1723) ¹ was obtained out of the Court of Exchequer, the line therein set forth has undergone very material alterations. It was then a shelving bank from high to low water marks, there has been many houses and some streets built upon parts of it, and the part now contended for is (when the gates are open and the two drawbridges are up—which may be every tide) an island which must occasion much trouble and inconvenience to the officers employed in passing goods, both inwards and outwards.

286.

12 February 1775

The Ship *Betsey*, James Dysart master, is arrived here from Hampton in Virginia. She has brought back a chest of tea ² which she carried from hence and which the rebels (not withstanding it had paid duty, as appears by the Collector at Hampton's certificate) would not suffer to be landed, but obliged the master to bring it back again. Mr Bolden, the shipper here craves Your Honour's commands what is to be done with it. Till we receive Your Honour's commands herein it will remain in the King's Warehouse.*

287.

12 February 1775

This morning I received Your Honour's letter of the 9th inst which made me very unhappy. What hurts me most is that Your Honours should think me capable of having a contempt to your orders or of a

and fees of £845 5s. 5½d.; allowed £430 10s. 6½d., and retained net, £593 15s. 4d. The deputies at Liverpool (based on an average of 1779–81) received: the deputy Customer (Henry Hamer) a salary from the crown £15, from his patent principal £212 18s. 4½d., from fees £315 11s. 8d.; from which he paid £36 16s. 0d. to his own clerks and enjoyed a net produce of £506 os. 6½d. The deputy Comptroller (Richard Atkis) received a salary from the crown of £20 "for himself" and £20 "for a clerk", fees of £380, from his patent principal £20, from other poundages and allowances £29 os. 4½d.; and had a net produce of £468 14s. 7½d. (Customs Library: 329, 330, 17754).

¹ For text, see No. 58.

² Evidently Boston (Massachusetts) and Hampton (Virginia) had different ideas about tea-parties.

Collector to Board]

breach of duty. I beg Your Honours will be assured that I have ever made it my study to do the best for the service in all respects and strictly to obey your commands. . . . I return Your Honours thanks for your lenity as to the amount of the fine, about which Your commands shall be obeyed, and beg you will be pleased to be assured that my happiness consists in doing my duty and in obedience to all your commands.

H[enry] H[ardwar], [Collector].

288.

2 May 1775

Margaret Fewler, widdow of John Fewler Tidesman,* lately drowned in the dock here has set forth the truth. The poor woman is eighty three years old, helpless and by the loss of her husband, in want. All her children are grown up and provide for themselves except one daughter who attends her mother and is by such necessary attendance hindered from working for her own support.

289.

12 June 1775

Certain dock watchmen, employed by the corporation assulted certain Customs officers who were going on duty. A prosecution being commenced against the watchmen, the mayor and corporation incited the watchmen to enter an action against the officers, and then applied to the Collector, offering to stop the case if the officers would withdraw their action. They also promised to dismiss one of the watchmen. I believe the action brought was a manœuvre, not founded in justice.

290.

21 November 1775

States that every shipmaster who receives a licence to trade to the African coast with arms and gunpowder swears that the quality of the said goods is of the kind ordinary with arms and gunpowder used in trafficking for negroes, and gives security in treble the value of the goods.¹

¹ An act of 1730 granted an allowance to the exporter of 4s. 6d. per barrel for British gunpowder exported. The shipper had to give a bond that the goods would not be relanded after the allowance had been received, and this bond was discharged by the production of a certificate of landing abroad. But "whereas gunpowder exported for Africa is sold and delivered in very small parcels, and at places along the coast where no certificates can be had", provisions were made to allow these particular bonds to be discharged by oath (4 Geo. II, cap. 29, sec. 2). But this concession had to be confined to "the small parcels" of powder "used in trafficking for negroes".

291. Collector to Board

25 November 1775

In obedience to Your Honours' command of the 25th ultimo, we transmit¹ to Your Honours a continuation of the vessels from North America. They have not brought any intelligence worth Your Honours' notice. We beg leave to remark to Your Honours that for some time past it hath been the Custom for the merchants to whom American vessels are consigned,² to take out new registers* in their own names and when they have been a part concerned in any ships, they have taken out a new register* leaving out the names of their partners in America, which we cannot help thinking is done in order to cover or screen the property of people concerned in the rebellion. There has not been any vessell fitted out nor is there now any fitting out for North America, since our last report of the 31st ultimo.

292.

18 June 1776

As to prosecution of two bales wool, now at Liverpool. This wool was seized in Cheshire, and to proceed before the justices there (being many miles away) will entail much expense. Suggests it be prosecuted in the Court of Exchequer.

293.

24 June 1776

The practice, in fixing the sliding scale rate for duty on foreign corn under act 5 Geo. II, cap. 12, has been to accept the "market price" as fixed by the justices at the Lancaster quarter sessions. The justices have been recommended to call up the clerks of markets, throughout the county, to the "Grand Inquest at Lancaster". At the last inquest, returns were made thus from Warrington, Ulverston, Preston, Liverpool, and Lancaster, and an average struck. All these are "places within the county". The new practice appears to be to return different prices at the various ports, if difference there be.³

¹ Not transcribed.

² The navigation laws secured that certain privileged maritime trade was reserved to British ships, registered with the Customs as such. The point here is that a part-owner resident in the plantations in revolt against the crown, could not conscientiously declare himself a British subject; therefore other colourable declarations were being made which did not disclose, as the law required, the real ownership of the vessel.

³ The Act for the Improvement of Tillage from 1 June 1732 required the justices in quarter sessions to charge the grand jury to present upon oath the market prices of English corn, the presentment to be made in open court and to be certified to the Collector of Customs. This price was to be displayed in the Custom Houses for public view, and the duties on foreign corn were to be assessed and collected according to the prices shown in these certificates (5 Geo. II, cap. 12). But by the act of 1774 an average price was to be calculated from that sold in the public market at or nearest the port, on the last market day preceeding (14 Geo. III, cap. 54).

294. Collector to Board

17 July 1776

The late addition of landwaiters¹ in this port having filled the landwaiters * office, and thereby obliged the coastwaiters * who used to be in that office (there being no office in this House for them) to go in to the office occupied by the yard keeper, a place most conveniently situated for him, that he may be ready not only to watch the yard but to receive the seizures as they are brought in, the late yard keeper (William Richers) having no family endeavoured to accomodate the Coastwaiters * as well as he could, but the present yard keeper (Biddard) having a wife and family, it is become very inconvenient here and must continue to create disputes between the Coastwaiters * and the yard keeper. We humbly therefore beg leave to lay this matter before Your Honors and to present to you that we have applied to the landlord of this House to know on what terms (if it meet with Your Honors approbation) he would build an office for the Coastwaiters * he offers to complete such an office for the additional rent of £4 10s. *od.* *per annum.*

295.

20 July 1776

Acknowledge receipt of Board's order. The old system of striking an average of corn prices to be adhered to.

296.

28 January 1777

This day was brought into this port a ship from York River in Virginia called the *Aurora*, John Hutchinson master, and bound for Nantz in France, loaden with 412 hogsheads of tobacco ; four men they had shipped at Virginia (being inhabitants of this town) overcame the master and the rest of the crew and brought her here. We have put officers on Board for the securities of the duties and should have transmitted the papers taken out of her to Your Honours by this post, but have just now received a letter from the Commissioneers of the Board of Admiralty in this port to detain them for their examination in order to the condemnation of this ship. It appears by these papers that she was to have been armed at Nantz as there is a commission from the Congress for that purpose.

297.

27 February 1777

By your Honours commands in Mr Stanley's letter of the 9th October last, we have called on the landlord of this House to know whether he is willing to take after the rate of seven pounds *per cent* for the money

¹ The staff of Land-Waiters had not until now been reviewed since 19 November 1765.

Collector to Board]

to be laid out in erecting the additional office for the accommodation of the Coastwaiters,* and he has at last agreed to take seven pounds *per cent* for the same which we crave Your Honours directions to agree with him for as this building is much wanted.

298.

26 March 1777

The Admiralty commission directs sale of cargo of Aurora without entry or payment of duty. Collector quotes the act 16 Geo. 3, cap. 5, sec. 1, also sec. 23¹ of same act, as showing that the goods are subject to the Customs duties and regulations. Has stopped the landing of the goods pending Board's decision.*

299.

3 June 1777

The Prize Commissioners appear to have produced a letter from the King's Proctor, threatening the Collector of Customs for detaining the vessel, and asserting that she was a droit of Admiralty, and that the Customs had nothing to do with her. In spite of this, however, the Collector held on for the Board's directions. But they landed the goods in spite of him, and re-shipped them, for exportation (possibly) or coastwise removal. The Collector says they weighed the tobacco as they thought proper, saying it was most for the king's advantage to give great weight, which would encourage the sale, and that no officer had a right to take an account thereof. It was with some difficulty that they were prevailed on to take out a permit when they shipped this tobacco,² repeating what they had often said that the Customs had nothing to do with it. We have prevailed on them to give us the marks, numbers, and weight &c.

300.

14 June 1777

Last night a merchant ship called the *Tartar*³ brought into this Port the *Mercury*, John Gordon master, from Salem, bound to France

¹ This was the "Prohibitory Act", that "prohibited all trade and intercourse with the colonies" in revolt in America. The earlier sections provide for the condemnation as prize of all vessels and goods taken in the course of such prohibited trade; but section 33 enacted a provision to the effect that nothing shall "be construed to extend to exempt any ships goods wares or merchandizes . . . from the payment of any Customs or duties" (16 Geo. III, cap. 5).

² Whether the tobacco were liable to Customs duty or not, and even if the duty had already been paid, it would be illegal to remove the tobacco in that quantity without a revenue permit (26 Geo. II, cap. 13, sec. 2).

³ Professor Parkinson opines that there may have been a reluctance to send forth a privateer named *Dove Violet* and so forth, "so that the names *Hornet Tartar*

Collector to Board]

with fish and lumber. The *Tartar* not having a letter of marque the property may be disputed. We have two officers on board to prevent embezzlement. The same tide arrived the *Three Brothers*, William Henzil master, from South Carolina, (taken by the *Marbrough*, a letter of marque ship) with 120 barrels and 60 half barrels rice and some indigo.

301.

3 September 1777

The Grace from Jamaica with sugar and rum, taken by an American privateer, retaken by one of H.M. ships of war, and the papers lodged at the Admiralty Court for condemnation on account of the eighth part due to the recaptors—given up by the recaptors to the owner for their joint benefit.

302.

7 October 1777

In obedience to Your Honours' commands in Mr Stanley's letter of the 4th instant, we report that the master of the *Grace* made an affidavit (transmitted to Your Honours in our letter of the 3rd ultimo ¹) that this ship *Grace* had been taken by a rebel privateer and re-taken by one of His Majesty's ships of warr on which account all the papers that the rebels left were lodged in the Admiralty Court in order to the condemnation, to which affidavit we beg to refer.

303.

29 March 1778

By an express received from Your Honours this day we are ordered to seize and detain untill further signification of His Majesty's pleasure all ships and vessels with their cargoes belonging to the subjects of the French king and that all clearances * to any British vessell to the French ports be refused. There is not one ship in this port belonging to the subjects of the French king ; but there is here a Swedish vessel called the *Patriarchen*, Jacob Hackart master ; she loaded a cargo of lead for Marseilles in France and having received damage on our banks put back to repair and has re-landed her cargo now on our quay. It appearing to us to be French property we have stopt it untill we shall receive Your Honours' orders to seize it or to permit it to be loaded again on board the same ship for France.

[and so on] may veil the identity of ships more pacifically named " (*Rise of the Port of Liverpool*, p. 131). It appears, however, that the *Tartar* had armed herself with guns, and gone out on her lawless occasions, before she took the precaution to arm herself with a letter of marque also.

¹ Not transcribed.

304. Collector to Board

20 June 1778

No "culm" found in Lancashire. Culm¹ is the small part of "stone coal", found in South Wales only. Small hard coal of Lancashire is called "slack", and pays duty as coal. Asks whether he shall send samples.

305.

12 August 1778

Perseverance, whaler, arrives from the Greenland seas with the blubber &c. of 2 whales, 3 bears and 1,250 seals.

306.

14 August 1778

Collector refers to order in Council of 16th April 1777, limiting the ammunition carried by privateers (50 rounds). Four privateers fitting out, and others expected. Owners state 50 rounds insufficient. May be enough for merchantmen, not for privateers.

307.

26 August 1778

As to the Board's Order of 13th September 1777, forbidding the arming of privateers: states the owners desire to arm their vessels, and urge it is "absolutely necessary".²

308.

14 January 1779

Inclosed³ be pleased to receive an affidavit relative to one hundred and thirty puncheons of rum imported in the brigantine *Friends* from Granados, for which there is no plantation certificate.*⁴ This affidavit is made by the owner of the brigantine *Friends* there being neither the master or any of the crew of that vessel brought in here into this port, being all of them taken away by the three American privateers who took

¹ There was a duty of 7½d. per chaldre (or cauldron) of culm carried coastwise from one port to another in Great Britain. Culm was an inferior sort of coal, used for burning or calcining lime, and similar uses. The standard book of reference of the period, Edward Burrow's *New and Compleat Book of Rates* (1774), says it is "practically understood to be of the produce of South Wales only, where there are large pits of it, and from which great quantities are shipped" (p. 82n.).

² It must be realized that Paul Jones had been cruising in the Liverpool Bay earlier in the year.

³ Not transcribed.

⁴ Under the navigation laws plantation goods were required to be shipped direct from the plantations to a port in Great Britain in a British-registered vessel. In the absence of documentary evidence to this effect neither the goods nor the ship could be admitted to entry.*

Collector to Board]

this vessel, which was afterwards re-taken by the letter of marque ship the *Thomas Hall*, and by her brought into this port. The re-takers and the original proprietors of this brigantine, the *Friends*, having settled the salvage, we wait Your Honours' directions to admit the said rum to an entry.*

309.

5 February 1779

The *Bellona*¹ privateer of this port made a capture of the *La Francois* with a cargo of tobacco, which vessel coming for this port was stranded at Carnarvon, and her cargo as much of it as could be saved was brought here in sloops and locked up in the king's warehouse,* where it now lays and has been condemned in the Court of Admiralty. The captors pray Your Honours' order for the sale of as much of this tobacco without payment of duty as will amount to their expenses in the salvage thereof.

310.

29 March 1779

*John Kennion and others have paid the foreign*² *duty on the tobacco forming cargo of the Vigilantia,*³ *from Cadiz to Morlaix, taken as prize by Kennion's ship Wasp. The money (£22,545 19s. 7*³*d.) was remitted to the Receiver-General on 27th February. The goods are being shipped, and the debentures* claimed thereon will be so heavy that the "growing receipt"*⁴ *may not be sufficient to discharge them.*

311.

26 April 1779

The ship *Epaminondas*, a French East Indiaman, captured by two private ships of war, was brought into this port and condemned with the cargo consisting of coffee etc and five hundred and one chests of tea and other unrated East India goods, which we expect will be sold here in the course of the next month.

312.

15 June 1779

Inclosed⁵ we transmit to Your Honours a copy of the register* given at Jamaica to a ship called the *James*, a prize to His Majesty's ship the

¹ Of 250 tons, owned by Bolden & Co., 24 guns and 140 men.

² Tobacco from Spain, Brazil, France or the foreign plantations was liable to a higher rate of duty.

³ 220 tons, 14 guns, 95 men.

⁴ See No. 278n.

⁵ Not transcribed.

Collector to Board]

Ruby; but it not being apparent that the said prize has paid duty we therefore crave Your Honours' directions whether she is not liable to pay duty here according to the 2nd Section of the statute of this session for the relief of captors¹ and to remain etc.

313.

27 August 1779

Inclosed² be pleased to receive an account of tobacco seized at this port and burnt. The officers concerned in seizing the same crave Your Honours' orders for paying them the usual reward³ which is most humbly submitted by etc.

314.

27 August 1779

By the coach this day we have sent a parcel to Your Honours containing a book of the samples etc of the cargo of the *La Favory*, an East India ship prize to the private ship of war the *Betsy*⁴ from this port. These samples were brought to us by the Land-Surveyors* and Land-waiters* who being unacquainted with the proper denomination of these goods we are not able to charge the proper duties thereon. We do therefore humbly crave that Your Honours will be pleased to send us your directions relative to the duties to be charged on this cargo for our government.

315.

17 December 1779

*As to goods on board the Sacred Heart of Jesus bound from Bordeaux to Boston, taken as prize by the Mersey,*⁵ *Britannia, Venus, Aurora, Listers, and Minerva—privateers.*

¹ By the act of 1779. Although vessels condemned as lawful prize were accorded the privileges of British ships, they were not, upon their first "importation", relieved of the Customs duties upon themselves, as being of foreign produce.

² Not transcribed.

³ Having made the seizure, the officer is entitled to his moiety. But the crown orders the destruction of the goods because they will not in open sale realize at least the amount of the duty involved. The crown therefore compensates the officer for the destruction of goods which are (in a sense) half his.

⁴ Not noted by Gomer Williams, *Liverpool Privateers* (1897), p. 668, nor by C. N. Parkinson, *Rise of the Port of Liverpool* (1952), p. 160.

⁵ Of 1400 tons, possibly the largest of the Liverpool privateers. Gomer Williams records the *Hercules* (1200 tons) and *Brilliant* (600 tons), all three owned by Whitakers.

316. Petition

5 January 1780

Petition of William Boats :

In the month of July, I begun to fitt out the ship *Jane* for Africa, John Webster commander. All the provisions were put on board, the cargo was ordered for five hundred slaves and some of it shipped, amongst which were fifty thousand arrangoes ¹ bought of a Mr Green of this place, when advices of the islands of Grenada and St Vincent being taken by D'Estaing, and a report prevail'd that the island of Jamaica was likewise in danger of sharing the same fate, and not having any certain place of sale for the slaves I put a total stop to the voyage untill some certainty of those islands we at present possess remain'd in full security to us.— I have seventy thousand pounds due to me for slaves in the Island of Jamaica in accepted bills now in my possession which neither the drawers nor the acceptors can pay at present and six thousand pounds in the island of Tobago from the threatening danger of the islands and the above sums owing me there I dare not as yet venture to send out more.

In this disagreeable and anxious situation I lost thoughts of the arrangoes which unknown to me slipt past the time allowed for their exportation. The arrangoes were shipped the 12th July and the bond expired the 18th. The shortness of time was wholly unknown to me, for which I am to beg Your Honours to relieve me and grant that the said fifty thousand arrangoes now on board the ship *Jane* may be allowed to be re-shipped under or by direction of the Collector or such officers of His Majesty's Customs as you may direct, that the bounty may be recovered, otherwise your petitioner will be obliged to pay and lose the same.

317. Collector to Board

11 February 1780

*Collector reports on a petition of William Fell. Fell states the jerquer ² has stopped his portage * because his report was incorrect. This he explains by stating that on his way from Tortola he was attacked by an American*

¹ Rough carnelian beads, imported from Bombay for re-exportation to the plantations and Africa for the slave trade. Certain goods liable to duty as being the produce of the East Indies were permitted to be removed from London to Liverpool in order to be shipped to Africa. Such goods would be relieved of duty if they were packed and secured by the warehouse-keeper in London and forwarded under his seals of office to the Collector at Liverpool, to whom bond would have to be given (in the penalty of double the duty potentially involved) that the goods would in fact be duly exported within a stipulated period ; failing which the bond would be put in suit.

² The jerquer was John Lea. (The term is an ancient term in the Customs, deriving from Norman-French, and still in use.) This official was entrusted with the task of an audit of a special character.

Collector to Board]

privateer of superior force. After a severe engagement, in which the captain was killed [evidently Fell was mate], they beat the American off. Fell did the best he could as regards the report, but found the captain's papers in great confusion. Collector supports him (vessel, the Molly).

318.

11 April 1780

Account of charges attending the salving of the ship *Clarendon's* cargo from Jamaica, when put on shore near Crosbie 21 March 1780.

John Howard,	ale and beer	£2	8	0
Robert Greenham,	cheese	1	2	8½
Mary Slater,	ale for officers,	1	0	4
William Jansen,	beef	8	8	6
Officers' travelling	expenses	1	14	0
Officers for attendance	at ship	3	2	0
Labourers		37	15	0
Cartage		57	5	10
etc. etc.				

319. Petition

17 April 1780

Petition of William Boats :

A ship of mine hired by the Commissioners of the Sick and Wounded for a cartel ship carried over to France three hundred and twenty eight French prisoners ; by contract I am obliged to find each man a pound of beef and a pound of bread with half a gallon of small beer each day for thirty days on the outward bound voyage, and the same allowance each day for the English prisoners that may be brought back to England. My ship was detained upwards of a month at Nantz on account of the French fleet, which my ship met off Ushant bound to the West Indies. The beer being drank out, the captain was obliged to supply each man with half a pint of brandy in lieu of beer. Three hundred and fifty English prisoners he brought from France who took the ship from the captain on the passage, and became sole masters of her, and behaved in such a manner as would take up a sheet of paper to describe. Fearing such treatment might take place, he prudently bottled off part of the stores which he kept in his lockers for the officers and passengers in the cabin, and with much difficulty preserved it from being forcibly taken by the common people after imprudently using all they could get to. The prisoners run the ship into Bristol Channel the 17th of this month, and there went on shore from whence she arrived here last Wednesday night. Yesterday morning the king's boatmen came on board and examined the ship, and

Petition]

took out of the captain's locker twenty-one dozen bottles of brandy, and sent the same to the Custom House as a seizure, being what was left of the stores which stores I was obliged to provide by contract.—I therefore desire Your Honours will order or direct the Collector or such officers as you may think proper to examine and admit the same to entry or otherways.

320. Collector to Board

22 April 1780

Collector transmits ¹ petition of Terence McConnell, of Warren's Town Co. Down, Ireland, and report of Foulk Williams, Tidesman. Thereon, McConnell swears at the Liverpool Exchange that he is a weaver, that he with two others brought linen to England, and were paid for it in various places with copper coin, that they did not know the coin was counterfeit, and that they traded fairly. They put the coin on board the Blithe Ann for Newry, and Williams seized it. McConnell is a poor man with four small children, and ignorant of the laws.*

Williams states he seized the coin by information on 29th January. It was in a cask. On the 15th April one of the culprits asserted there were good coins among the counterfeit stuff. The cask was opened, but only about a shilling's worth could be found. These the owner refused to take, except he must have some of them which he termed "Whigs".

321. Petition

7 June 1780

The death of a valuable son, late master of His Majesty's frigate *Ariel*, who was unfortunately killed in the action wherein she was taken, laid me under the necessity of applying to Henry Hardwar Esq. our Collector, for a month's leave of absence to come hither to administer my son's estate and effects, having ineffectually thrown three guineas away by administery at the Bishop of Chester's Court. The Collector was pleased to tell me that he could only grant me six days and that on my arrival here and application to Your Honours further time would be allowed me. Finding the ship's books are not yet come to the Navy Office I beg your Honours further permission for a fortnight. I am etc.

Thomas Thomas,

Preferable Tide-Waiter.*

P.S. I have been seven years in the duty and never had a day's leave of absence before.

¹ Not transcribed.

322. Collector to Board

14 September 1780

We have received from Mr John Gilbert of Tower Hill the instruments undermentioned for the use of the Landwaiters* of this Port:

- 5 head rods¹
- 6 bung rods¹ and brasses
- 6 two-foot sliding rules¹
- 1 pair calipers² for measurement of timber
- 1 two-foot sliding rule with brass slide.

323.

18 October 1780

We beg leave to acquaint your Honours that a chest containing sundry articles as by the list and letter inclosed³ is now in the King's Warehouse.* It came from on board the *La Victorie*, a prize to the *Apollo*, Capt. Pownall, which prize was regained by the enemy and afterwards re-taken by the *Pallas* private ship of war belonging to this port. The owners of the *Pallas* and Mr Corrie, the agent for the *Apollo* are willing for the chest to be delivered to the friends of the petitioner. We can only crave Your Honours' directions in this matter for our government.

324. Petition

23 January 1782

The ship *Charlotte*, Robert Doughty commander, belonging to the port of Liverpool, of which I am owner, was on her passage from Tortola to the said port of Liverpool in the month of September last, met by the *Franklin*, an American privateer and plundered of her cargo and papers amongst which was her register,*⁴ as by the annexed⁵ affidavit. I am

¹ See No. 118n.

² The unit for duty on round-wood and other fir timber was the load of fifty cubic feet. If timber were delivered afloat, the pieces were made up into "floats", generally of 18 pieces. Each piece was numbered, its length recorded, the diameter taken with a pair of callipers, and the content calculated on a slide-rule. Masts and similar pieces were measured in length to the nearest half a foot, and in diameter to the nearest quarter of an inch, "the fractional part of a foot in the content being given in favour of the importer".

³ Not transcribed.

⁴ The certificate of registry without which the vessel could not, by the operation of the navigation laws, participate in the privileged plantation trade (7-8 Will. III, cap. 22, sec. 18), reserved to British ships strictly defined, and legally registered with the Customs as such. The Liverpool plantation registers commence in 1743, and are better preserved than in any other port. In the event of the master losing the certificate of registry the facts had to be explained to the satisfaction of the Customs, and declaration made and security given, to prevent misuse of the lost certificate (15 & 16 Geo. II, cap. 31, sec. 3). The security was as much as £500 for a vessel of 100 tons or under, and so on in proportion.

⁵ Not transcribed.

Petition]

therefore to desire the favor of Your Honours to grant me a new register,* giving such securities as are usually required.

S. Hartley.

325. Collector to Board

6 March 1782

By a report from the Tide-Surveyor * received this day it appears that in the night between Monday and Tuesday last, John Young, a preferable Tidesman * at this port was drowned in the Old Dock.

326.

29 March 1782

Mr Hammond, Surveyor-General having left orders to be put up in the Watch House (which were accordingly put up there) " That if any officer shall hereafter absent himself from on board the inward or outward bound vessels in the night or in the day time without leave first obtained, except three hours each day for breakfast dinner and supper, that is to say, one hour between 8 and 10 o'clock in the morning, another hour between 12 and 2 o'clock at noon, and another between 6 and 8 o'clock in the evening, the Tide-Surveyors * are to take off the officer so offending and report the facts to the Collector and Comptroller * that proper measures may be taken to inforce due obedience to this article. Dated 9 March, 1782."

327.

30 March 1782

Inclosed ¹ we transmit the proper papers in order to procure Your Honours' licence ² for the ship *Lion*,³ Richard Thompson, Master, to proceed on the whale fishery. This ship never having been in the Greenland trade before this voyage, we send her dimensions at foot, and beg to remain etc.

Length : 89 feet

Breadth : 25 feet 10 inches

Burthen : 260 85/94 tons.⁴

328.

15 May 1782

In a parcel directed to Mr Tomkyns and which will go by the coach and sets out from this place tomorrow, we have inclosed to Your Honours the commission of Mr Hardwar, late Collector (dismissed) and of John Young, Tidesman,* (cancelled.)

¹ Not transcribed.

² See No. 272*n*.

³ See No. 202*n* and No. 222*n*.

⁴ It was upon these dimensions that the tonnage was calculated (see No. 222*n*.) and the bounty determined.

329. Petition

26 June 1782

The humble petition of Joseph Leay, Arnold Meyer, and Henry Wilckens, humbly sheweth that your petitioners fitted out the private ship of war, the *Snapper*,¹ John Taylor, master, who in or about the month of November 1780 fell in with and re-captured the brigantine *Ann*, belonging to the Island of Barbadoes and bound on a voyage from St Johns, Newfoundland, with a cargo of salted fish to the said Island of Barbadoes, but had been captured by a French frigate who took the master and all the crew overboard except a Mr Fraser, a part-owner of the said brigantine, who being in a very weak and infirm state of health could not be removed with safety on board the said French frigate, and of course was brought into this port where he declared that the said brigantine *Ann* was registered at the Island of Barbadoes on the 11 day of April, 1780, being a plantation built vessel of the burthen of 100 tons or thereabouts, which register * he supposed the master took with him together with all his other papers on board the French frigate. Your petitioners therefore humbly pray Your Honours to grant your petitioners a new register.*

330. Master's Protest

13 June 1782

By this publick instrument John McDonald, late master of the sloop *Nancy* from Greenock, burthen 75 tons or thereabouts solemnly protested that on the 18th day of April last this appearer departed and sailed in the said sloop laden with rock salt and merchandizes from Liverpool bound to Cork ; that on the 21st of the said month of April being on his then intended voyage about 3 miles distant from Cork harbour, about 9 o'clock in the morning, he was chased by a cutter privateer which this appearer endeavoured to escape but to no purpose ; but the privateer using their oars soon came up with and captured this appearer, which privateer proved to be the *Victory* cutter, privateer of Dunkirk, Captain Petil commander, mounting 18 carriage guns and about 180 men ; and after taking out this appearer, his mate and two men, sent his said sloop into Brest where this appearer arrived the 5th May last and where the next day this appearer's sloop also arrived, where the 7th of May last the said sloop and cargo was condemned as prize. This appearer the 12th was sent to Brest and the 19th arrived at Dinant, and from thence the 11th of June inst embarked at St Malo in a cartel and arrived at Poole this day.

John McDonald.

John Leer, notary publick.

¹Not given by Gomer Williams (*Liverpool Privateers*) in his Appendix IV, although noted in the text (p. 277). She arrived in Liverpool in December 1780, laden with fish and oil.

331. Collector to Board

30 August 1782

We have waved entry upon Mr Cobham's warehouse of the expense of new locks and fasteners until we have laid before the Board a proposal, which appears to us so reasonable that Your Honors will suffer it to be adopted. As the business of the port multiples, our accomodation in the premises, rented from Mr Kirkes, diminish not only our warehouse, but the yard room is much too small, in which all seizures of timber, spars, boats and all other lumber articles are deposited.

The rent paid to Mr. Kirkes the proprietor of the Custom House, now stands at <i>per annum</i>	£136	2	0
to Mr. Colquitt for a warehouse	16	16	0
to Mr Yates, for a warehouse and 2 warehouse rooms	25	10	0
Ppsd to pay Elijah Cobham for the adjacent warehouse for linen and teas	28	0	0
	<u>£206</u>	<u>8</u>	<u>0</u>

The term in this Custom House expires in ten years, and the landlord Mr. Kirkes is backward on that account, to add to our accomodation or indeed necessary repairs, but he has proposed to grant a new lease for 50 years, provided Your Honors will suffer the present one to lapse and to add the whole of his premises, marked as by a sketch inclosed, No. 2 & 3¹ building thereon warehousing & sheds equal to all our present wants.

The advantages to be derived from a combination of these premises will be so obvious to Your Honors that it woud be impertinent in us to point them out, and we shoud think the compounded rent of the whole would not exceed our present expence of £206 8s. *od.* *per annum* more than even the article of carttage, wear and waste woud compensate.

332.

4 November 1782

The brig *Diana*, the subject of the inclosed enquiry is calculated only for trade and not for a privateer or cruiser. This is the second vessel applied for by Messrs Lilly and Roberts on account of the Psris (*sic*) Mine Copper Company and the plain English of obtaining liberty to dispose of British bottoms to a netural state is only a pretence to obtain neutral colours without any real change of property.² The frequency of these

¹ Not here reproduced (see E. H. Rideout, *The Custom House, Liverpool*, p. 33).

² The object of the law relating to the registry of British merchant ships was to reserve certain privileged trade primarily to British-owned British-built vessels, navigated by a British master and a predominantly British crew. To share in this reserved trade the owner (or one of the authorized part-owners) had to make a positive averment that no foreigner held any share part or other interest in the vessel. Thus, ownership of a vessel by a foreigner, or part-ownership however small the share, disqualified the ship. These provisions were based on the assumption that registry for the purpose was a privilege which owners would apply for and

Collector to Board]

applications and the ease with which they are come at forebodes no good either to the Revenue or the fair trader.

333. Board to Collector

17 January 1783

The Leaser being bound by the Lease well and sufficiently to repair maintain uphold and keep the premises during the term, you are to call upon him to perform the necessary repairs agreeable to the above covenants, and in order to ascertain the benefit arising from the additions proposed by Mr Kirkes, you are to call upon him to settle a plan and particulars, with yourselves of the additional buildings necessary for the service, and then cause an estimate to be made of the expence, takeing care to mention whether the present rents and the advanced rent for such additions are subject to taxes; and he is in like manner under your inspection, to make out an estimate of the repairs he intends to the present buildings which you are to transmit to the board forthwith for their further consideration and directions; observing that to these buildings as well as to the plan and particulars of the new erections, the agreement with him must refer, with proper covenants to compel him to keep the whole in substantial repair during the term, &c.

334. Collector to Board

26 May 1783

Mr Kirkes, the proprietor of the Custom House, after lingering some months in a consumption, died about three weeks since. His widow, the present proprietor, has been applied to by us to put the premises in repair, agreeable to your Honors order of 3rd January last; and we accordingly directed a survey to be made, and an estimate formed upon the most moderate requisitions; a copy of which we beg leave to enclose.¹ Mrs. Kirkes likewise appointed a person to attend our surveyor in the inspection of the buildings who refused to sign a joint report, so that we are not able to obtain her consent to have the needful repairs done, and the whole of the premises are in a very wretched condition.

We wait your Honor's orders for our government; and we shall

be jealous of. It was not foreseen that in certain circumstances vessels might try to divest themselves of their British nationality. The Customs are here considering whether they could permit a vessel so to change her flag, where the transaction might be thought to be colourable, or where the documents produced conceal rather than disclose the facts.

It is clear now that certain of the privileges of a British ship can come only from registry as such, but that a vessel cannot by mere omission from registry, divest itself of certain of the liabilities of a British ship.

¹ Not transcribed.

Collector to Board]

forward an abstract of the lease in order to have the same laid before your Honours' Solicitor; it appears to us that upon a strict survey being made by any two master builders, and an estimate returned by them, we may be authorized to have the needful repairs executed, and the cost deducted out of the rent.

An Estimate of Repairs wanted at the Custom House, Liverpool.

Repairing doors, windows & floors in three stories.	£ 4 4 0
New steps and risers for the first floor	12 0 0
New spouting	5 0 0
100 yards of joist & boarding for the lower floor	35 0 0
New door case &c. in warehouse	1 0 0
Slating and tiling the house roof	35 0 0
Slating and tiling the shade roof	25 0 0
Flagging the center part of the House	15 0 0
Whitewashing and pointing the House	5 0 0
Painting the House, &c.	30 0 0
Rebuilding the battlement of the back part of the House and suffing cellars	5 0 0
Repairing the pavement	3 0 0
Unforeseen articles	10 0 0
	£185 4 0

J. Roberts, master builder.

335.

5 July 1783

The Collector's room, being a small room with only one west window in it, is found very inconvenient to him in the afternoon, particularly in the summer season, and as it may at a very small expense be extended to the eastward so as to admit of another light, and give room for the better accommodating the business of the office, we crave Your Honours leave to pay the expense of such an alteration provided the same shall not exceed £40, the Collector being willing to bear any further expense out of his own pocket.

336.

8 July 1783

Upon a suspicion that the tobacco burning pipe¹ which is situated in a detached yard, had been frequently robbed, after the tobacco had been tarred² and every precaution taken to render it useless, we directed

¹ The king's pipe.*

² Tarring tobacco was a method of denaturing the goods to reduce the revenue risk when the goods were disposed of otherwise than by paying the duty.

Collector to Board]

the constables to attend in order if possible to apprehend the robbers, in consequence of their attendance two men have been detected in conveying a quantity of tobacco out of the yard and we beg leave to pay the constables the inclosed bill¹ of £2 2s. *od.*

337. In-Letter

Liverpool, 9 July 1784

Gentlemen,

Whatever may have been the opinion of gentlemen of the Council individually respecting the expediency of building a Custom House, no note of Council has passed to authorize the laying before the Commissioners of Customs any proposal for erecting one, and I am perfectly convinced, the Council entertain no such intentions.

I am &c.

JNO. COLQUITT,
Town Clerk.

338. Contract for Revenue Cutter

19 July 1783

Liverpool.—Contracted and agreed with John Kennion, Esqr. Collector of His Majesty's Customs for the Cutter *Eagle*,² built clencher, 9 months old, length on deck 35 feet, extreme breadth 13 feet 6 inches, draft of water 7 feet, a remarkable fast sailor, with all her materials as she now lies; and I do further agree to be at the expense of all alterations to the said cutter, he the said Collector may think necessary to order for converting her to the use of His Majesty's Revenue Service, and to fit her with all her sails rigging and other materials compleatly for sea (provisions fire-arms and colours excepted); and I further agree to be at the expence of painting her for the sum of £280, one half to be paid down and the other half when the said vessel is equipped and compleated.

As Witness my hand this 19 July, 1783.

John Griffin.

Planks: inch and a quarter thick, 5 & $\frac{1}{2}$ broad.

Timbers: 4 inches by 4 on an average.

339. Collector to Board

30 July 1783

Having received intelligence that many vessels from Ireland are sailed for Virginia and Maryland where orders are previously sent out

¹ Not transcribed.

² Not to be confused with the other revenue cutter of the same name, at the same period: length 41 ft. 6 in., breadth 19 ft., 107 tons, 12 carriage guns, built in 1766, placed on the establishment, but stationed on the East coast.

Collector to Board]

to make up the tobacco in small packages for the accommodation of smugglers,¹ we thought it not improper to apprise Your Honours of it, and we have reason to believe that some fast sailing vessels sold out of the king's service or formerly employed in privateering have been purchased by strangers for an illicit trade.² We beg leave to suggest that upon Your Honours' application to the Admiralty for two small ships of war to be stationed here and to cruize in St George's Channel, the king's Revenue may be better protected.

340.

5 September 1783

Having been confined to my house for the last ten days by a rheumatic fever,³ I am directed by my physicians to Buxton Bath, and as our principal importation from the sugar islands will be over this month I must request Your Honours will be pleased to grant me leave of absence for the month of October. The last quarter's accounts are transmitted and I shall leave in my office Mr Lowndes,⁴ for whose conduct I shall be answerable.

J[ohn] K[ennion].

341.

17 September 1783

The Riding Surveyor* has informed us that Thomas Watton, one of the mariners belonging to the quarantine hulk stationed at Hoylake, (whose salary is £28 13*d.* 9*d.* *per annum*) has been since the 6th instant and still is confined in Chester Castle for debt, and that Henry Watton is employed to act as a mariner on board the said hulk in his stead.

342.

9 October 1783

In pursuance of your order of the 26th ultimo, Captain Richard Williams, commander of His Majesty's sloop the *Otter*, yesterday took the oath of office and was admitted to his duty as an officer of the Customs appointed to seize prohibited and uncustomed goods.—Inclosed⁵ we

¹ It was one of the measures designed to combat smuggling that tobacco was not permitted to be imported except in casks, chests or cases each weighing at least 450 lb. (24 Geo. II, cap. 41, sec. 20). Thus, if packages were found on board or about the coast of less than legal size, it was not necessary to prove they had been smuggled; they were forfeit on another account.

² See *Introduction*.

³ He died in 1785. See No. 356.

⁴ Thomas Lownes, chief clerk to the Collector, who received £50 *per annum* from John Kennion, his principal, and £196 8*s.* 0*d.* *per annum* by way of fees.

⁵ Not transcribed.

Collector to Board]

transmit to Your Honours his bond ¹ with a receipt on the back thereof for his commission and instructions.

343.

18 October 1783

In obedience to your orders contained in Mr Stile's ² letter of the 11th inst. we report that there has not been any information received of an avow'd smuggler coming within the limits* of this port since the Isle Man was annexed to the crown ³ or of an increase of smugglers within the last three years.

344. Surveyor's Report

27 October 1783

To the Collector and Comptroller.* Gentlemen. When tobacco is landing there are sometime so many loose and disorderly persons surround the scale that it is out of the power of the Landing Waiters* and weighers to keep them off and prevent them from pilfering tobacco. In such cases a constable is sent for; on his appearance these loose disorderly persons immediately abscond, but the constable will not attend this business without being paid for it. There is only one of them employed at a vessel where tobacco is landing.

William Yates,
Landing Surveyor.*

345. Master's Petition

21 February 1784

On the 29th May last I arrived in the ship *Doe* at New Calabar in Africa, and left on the 9th June following with 400 slaves for the West Indies and some elephant's teeth, on account of the owners of my vessel at this port; but owing to my short stay upon the coast my officers were so very busily employed as not to be able to keep an account of the number of teeth taken on board. When I arrived at Liverpool I made a report at the Custom House to the best of my knowledge or belief, but upon the discharge there appeared 4 elephants teeth more than reported or entered.* With the utmost respect I desire they may be admitted to entry* on payment of the proper duties as I will solemnly make oath if required that not the least fraud was intended.

Thos. Sutton.

¹ A bond in two sureties to secure the production for condemnation of any goods seized.

² Secretary to the Board—later himself Commissioner, 1788–1805.

³ 1765.

346. Residents' Petition

22 June 1784

Honourable Sirs.—Last year an officer of this port as we are informed, actuated by a laudable zeal to prevent any pilferage that might happen in carting damaged tobacco from the Custom House yard to the burning pipe¹ which then stood at a considerable distance and near the sea, recommended to Your Honours to pull down the old and erect a new building for the purpose within the Custom House yard. But in giving this advice the worthy officer in his zeal for the service of the Revenue lost sight of other considerations, for the pipe is so situated now as to distress the inhabitants of the best streets and squares in the town. The volumes of dense smoak which issue from this immense chimney cloud the streets to the annoyance of all passengers and fill the rooms of every house in the line of its direction to a degree perfectly offensive and intolerable. Several expedients have been tried. The building has been carried several yards higher but all to little or no avail. We beg to assure you it is with great reluctance that we solicit Your Honours to remove this chimney from a situation which perhaps prevents some little frauds, but we trust Your Honours will judge the saving some pounds of damaged tobacco too petty a consideration to be put into competition with the property, the comfort, the health of numerous inhabitants. Were this nuisance to remain, our lands and houses must sink in value. Within the reach of the smoak the furniture of our houses is spoiled, life is rendered comfortless to all, many are afflicted with sore eyes and only the young and healthy at some time can breathe. Such complicated injuries Your Honours will not expect the inhabitants can endure, and will be pleased to remove, but as there has been within these few days a large importation of tobacco into this port we earnestly request Your Honours will give immediate orders to let the damaged tobacco remain unburned in the Custom House yard until a fit building be erected for the purpose in a more proper place.

[Signed by upwards of 40 “respectable persons”.]

347. Collector to Board

7 July 1784

Peter Pemberton, an established* Tidewater* at this port, was drown'd in the night of the 5th inst. The Tidesurveyors* have informed us that William Murray a preferable Tidewater* left this port on the 15th ultimo and has not since been heard of. Foulk Williams and John Alcock, preferable Tidewater* at this port, are confined in Lancaster Castle for debt.

¹ The king's pipe.*

348. Collector to Board

10 July 1784

It appears that [*the borough council*] never receive any building proposal but by petition, and we were not authorized by instructions from Your Honours to ground a petition upon and therefore could only take the opinion of them individually. We have not premises or accomodation sufficient to conduct the kings business, or secure the Revenue in this amazingly increased port of trade. We have humbly submitted to the Honorable Board from time to time, every particular of the buildings occupied here in the kings service of the Customs, which we cannot further elucidate or explain, save to observe, as the trade increases, our inconveniences increase also. What chiefly distresses us is the want of warehouse and yard room.

The lease of this Custom House, which will not be renewed, or if it might is not of sufficient extent to encourage a thought about it, will end upon the 26th December 1793, so that there remains 9 years and 4 months unexpired. We do not wish to add to the public expenditure, and it is always with reluctance we trouble Your Honors with any application or complaint that carries the least direction to an increase of incidents, but it is our duty to submit every circumstance to Your Honors consideration that may embarrass the service, or affect his Majesty's Revenue.

We have had within the last six weeks, 210 vessels reported, besides the coasting trade, we have under our care a great accumulation of East India goods for the African, and other exports, besides coffee and other goods to a very great amount, this vast aggregate of trade is confined to small premises calculated for the port when its commerce and consequence bore no proportion to its present magnitude. We have at present several cargoes of tobacco in the importers warehouses under the single bond * of each importer, the duties on which amount to no less a sum than £90,000 yet it is not a tenth part of what may be expected to arrive here from Virginia, Maryland &c in the course of this year ; the various functions marked out by Your Honors' Secretary's letter to which we are called for the management of this business, oblige us humbly to submit it again to Your Honors deliberation, and to crave such assistants as you may see equal to the object of securing so serious a branch of this Revenue. Were Your Honors pleased to send down your Surveyor of Buildings to examine a situation on which to erect warehouses, with a convenient yard and burning tobacco pipe,* and a small house for the residence of a yard or store-keeper, it would be a great relief to the service. We are apprehensive it will be difficult to find a scite, unoccupied, that will answer the end of a Custom House and all other needful erections, together, but at a very great and not requisite expence.

Collector to Board]

The proposal made by Messrs. Baker & Dawson for building a Custom House &c, we are apprehensive will fail in the execution, as well as that communicated by us from several members of the Corporation.

349.

25 August 1784

Mr William Yates,¹ one of the Land Surveyors* of this port, has stopped for your Honours' directions 230 blank parchment skins with an Irish stamp on each of them, brought here in the *Volunteer* Adam Gillis, master, from Dublin and entered* as "old wearing apparel".²

350.

14 October 1784

The printing of cottons linens &c. is a considerable branch of business of this great manufacturing country and the necessity and duty attending them when to be exported is by the statutes³ of 10 Ann. c. 19 s. 93, 12 Ann. c. 9 s. 17, 5 Geo. I c. 11 s. 15 as well as by the statute of 24 Geo. 3 c. 40 s. 31 confined to the care and inspection of the Searchers* notwithstanding that care and inspection by the late act, will be much increased—I am of opinion the necessary trouble, as well as the time that will occasion, might be greatly lessened as well as expence to Revenue saved, if a convenient room was provided for the execution of that duty. The notice given to them by the exporters, agreeably to the statutes, to see the stamps &c taken off, is, by entry,* and the goods brought from Manchester and other parts of the country directly to this Custom House yard, and in the execution of the business, they have been interrupted by the weather, and frequently so by other business, interfering, when attempted to be performed under the shed; over which at the end, next adjoining the warehouse, a room 18 feet long and 14 feet broad might be conveniently built, without encroaching on the yard or lessening the shed. I have called upon the several tradesmen, and herewith you have

¹ Employed at a salary of £80 per annum.

² The duty on the parchment would have been about £26 14s. 0d.; the old wearing apparel free.

³ The duty on printed goods (cottons, linens silks and calicoes) was first imposed in 1712 (10 Ann., cap. 19, sec. 9), and the rates were doubled in 1714 (12 Ann., stat. 2; cap. 9). Printed goods were required to be stamped to attest duty-payment (sec. 97), but when such "stamped goods" were shipped off and the duty paid reclaimed, "it hath been found by experience that great quantities have been privately re-landed". Thus smuggled goods were put into circulation, certified and stamped "duty-paid" (5 Geo. I, cap. 11, sec. 15). Therefore after 1 October 1784, exporters were required to give notice to the Customs of their intention to export duty-paid printed goods, who should examine the goods to see that evidence of duty payment was removed before shipment (24 Geo. III, cap. 40, sec. 31).

Collector to Board]

their estimates of the expence which amounts to £35 18s. 6d., and if the Honorable Board should be pleased to approve of it, I will take care that it does not exceed that sum. Not only the printed goods, make the convenience absolutely necessary, but the duty of the Searchers* in many other instances would be much aided by it, and I trust the business would be the better executed and by the dispatch it would occasion, the money I apprehend woud soon be found to have been well applied.

351.

22 November 1784

In obedience to your directions we report that the lease of these premises agreeably to our letter of 10 July, expires on the 26th December 1793 and the executors of the late Morecroft Kirkes are not willing to make any addition to our accomodation.

We were induced to recommend to Your Honors the erecting a small room over the shed in the Custom House yard, in which the Searchers* might examine and take off the stamps from printed linens¹ &c entered for exportation from a consideration that the said business is now done in the Custom House yard, which is often dirty and inconvenient and the goods liable to be damaged by rain, when greater quantities are brought down than can be examined under the shed. Before the passing of the act 24 Geo. 3 c. 40¹ the Searchers* had only printed goods to attend to, but by that act their care and attention is extended to cotton and linen mixed and stuffs made of cotton wool made in Great Britain, to be bleached or dyed, and the stamps enjoined to be taken off them, will be considerable and the notice required by the act as well as former ones, will be given by the proprietors of the goods bringing tham to the Custom House yard for examination.

352.

5 January 1785

The Collector's office is only 15 feet square, and one small room adjoining for six clerks, of 15 feet by 10, and in these places all the receipt and payment and crowd of officers and trade transacting business with the Collector is confined. The Comptroller's* office is adjoining and upon the same floor in the two angles of what is called the "Long Room"*² are two offices, one occupied by the Customer* and his clerks and the

¹ See No. 350n.

² The main room in any Custom House where the public business is transacted. The name appears to have been first applied (probably in a purely descriptive sense) to the London Long Room, when Sir Christopher Wren rebuilt the London Custom House in 1670 after the Elizabethan building had been lost in the fire of 1666. From London the term spread to the outports and from thence to the plantations.

Collector to Board]

other by the Collector of the Salt Revenue ¹ and his clerks. The Riding Surveyor,* Surveyor of Searchers,* Surveyor of Coast-waiters,* and Inspector of the Water-guard, Mr Onslow sits with the Salt Collector, but employing no clerk may find room in the Coast-waiters' * office below.

353. Board to Collector

7 January 1785

You are to report whether there is any other place where the crown has a more permanent interest than that proposed by you, whereon might be erected the intended room and if there is to represent the particulars of the situation to the Board together with an estimate of the expence of erecting the said building thereon ; but in case there should be no other place, more suitable for the present purpose, than the one first pointed out, you are to transmit a sketch of the plan of the intended building and to direct the plasterers to mention in his estimate, whether the ceilings are to have two or only one coat set and whited and the bricklayers whether the yards of brickwork are superficial and nine inch thick, and the carpenter must also state the scantling of all the square timber and the thickness of the boarding and doors together with the manner in which the workmanship is intended to be performed.

354. Collector to Board

15 January 1785

The undermentioned importers of tobacco who have entered into bonds ² for the payment of the duties have lately become insolvent.³

Ex <i>Industry</i>	George Langton,	145,000 lbs Tobacco
Ex <i>Grange</i>	John Coutts	84,000
Ex <i>Good Hope</i>	James Barrow,	34,000

¹ The salt duty was not a Customs revenue at all, nor at this period an Excise either. First levied as an Excise in 1643 and repealed in 1647, it was reimposed in 1694 and placed under the Commissioners of Excise until 1702, when it was transferred to Commissioners specially appointed, to be transferred again to the Excise in 1797.

² The " old subsidy " of the Restoration *Book of Rates* (the " tonnage and poundage " imposed by 12 Car. II, cap. 4) of 1*d.* per lb. was required to be paid down upon importation but the additional duties due by later impositions could at the election of the importer be merely secured by bond (in one or more sufficient sureties) for payment within 18 months (9 Geo. I, cap. 21, sec. 3 ; and 21 Geo. II, cap. 2, sec. 5).

³ It was desirable to know when an importer himself was becoming insolvent, for by a special provision in law, the court of Exchequer might grant a fiat for process of immediate extent, for payment of the bonds before in their terms they were due, upon affidavit that the debt was in danger (24 Geo. I, cap. 41, sec. 30).

Collector to Board]

Ex <i>Grange</i>	William Crosdale,	87,150 lbs Tobacco
Ex <i>Grange</i>	John Coutts	3,500
Ex <i>Astrea</i>	George Langton	64,000
Ex <i>Henry</i>	George Langton	52,000
Ex <i>Eagle</i>	John Coutts	24,000
Ex <i>Antigallican</i> ,	John Kenyon Jr.	4,800
Ex <i>Favourite</i>	Do	340,000
Ex <i>Eagle</i>	William Crosdale	53,142

355.

28 January 1785

Above is a plan of the building proposed to be built in the Custom House yard at this port for the accomodation of the Searcher * in examining and taking off the stamps from printed linens &c entered for exportation.¹ In obedience to your Honors' commands of the 7th instant we report that the crown has not a more permanent interest in any premises at this port than in this place where the building is designed to be erected.

Inclosed are explanations of the several estimates relative to this building as required &c. . . .

Liverpool, 15 January 1785

The brickwork is to be nine inch thick and the measure superficial.

Samuel Livesly,
Bricklayer.

The ceilings of the new room at the Custom House to be two coats and whited.

Hy Fairclough
Plasterer.

The beams to be 12 inches square plained & molded

joists to be 11 inches by 3 inches

boards for floor and stairs 1½ inch plain'd

Double door 1½ inch plain'd and properly jointed and worked

Window frames 3½ inch square done in a workmanlike manner

Spars 2½ inch square and 9 inches by seven.

William Slater,
Joiner & Carpenter.

356.

20 June 1785

This day died Mr John Kennion, Collector of the Customs at this port.

¹ See No. 350n.

357. Collector to Board

21 June 1785

The Collector of this port being dead, Mr Henry Hamer, the Deputy Customer,* has taken possession of the office for his patentee,* John Pelham Esqr¹ who is by virtue of his patent to carry on the Collection until a successor² to Mr Kennion is appointed.

358. Board to Collector

15 July 1785

The Commissioners having received an application from Mr. Onslow, nominated to be Collector of your port,³ requesting that directions may be given for the building of a convenient office in the Custom House yard at Liverpool for a warehouse clerk, and an assistant, and to accommodate the general business carried on there: they direct you forthwith to transmit a proper plan elevation and estimate.

359. Collector to Board

26 July 1785

Forwarding estimates and other particulars regarding an additional room in which all the business respecting the warehousing of goods imported, the payment of incidental charges, and all the accounts relative to the condemnation and sale of seized goods, and the payment of the officers

¹ The patentee was, of course, the patentee of Chester. See also No. 358n.

² It is particularly to be noticed, with reference to the operation of the patronage system, that the person appointed to the vacant Collectorship was not an "outsider" political nominee, but Arthur Onslow, already General Surveyor in Liverpool.

³ The death of the Collector created a curious situation. The (deputy) * Comptroller * had died the year before, which left the nomination of his successor to the holder of the patent in the head-port * (i.e. Chester). This was Sir John Burgoyne, Bart., who at the time was in the East Indies. "In order to prevent so important an Office from continuing vacant, and the Collector without check", the Board, by Treasury warrant, made their own appointment, and their nominee (although under a bond of doubtful penalty) filled the office without any legal sanction. Now, the situation has been further complicated by the death of the Collector; but this occasion is provided for in the patent of the Customer. The office of Collector and the office of Customer were anciently almost the same, or at least very difficult to distinguish. The Collector was anciently styled "Customer", but the essential function of the latter was to *receive* the Customs duties for the crown and account them upon oath to the Exchequer. When farming ceased in 1671 the two offices were more clearly distinguished: the Collector came to *collect and account* the duties (subject to the check of the Comptroller) and thus became the principal officer of the port, while the Customer concerned himself with other tasks, particularly the coastwise trade, but retained by patent the right by reversion to officiate for the Collector until a successor was regularly appointed.

A lot has been written about patronage in the Customs in the time of George III, and the appointment of worthless nominees. It is interesting, however, to note that Arthur Onslow, who was in fact appointed, had earlier been Surveyor of the Searchers, the Coast-Waiters and the Waterguard.

Collector to Board]

shares may be done. Want of such a room *has caused the work to be done hitherto* without regard to regularity, or the convenience of the merchants or officers. *The new Collector* will cheerfully pay the expense of the proposed buildings except thirty pounds.

360. Return

5 August, 1785

A TABLE of Fees¹ and Allowances due and payable to the Officers of His Majesty's Customs in the port of Chester, and the Members and Creeks there unto belonging; agreed between the Merchants and the said Officers of His Majesty's Customs, and confirmed by Vote and Order of the House of Commons, dated April, 11, 1670.

CUSTOMS FEES

	£	s.	d.
For every Entry *			8
For every Port Bond			4½
For every other Bond			8
For every Certificate from the Office			8
For every Certificate received into the Office			2½
For the Invoice or Outvoice of every Ship			3
For the Entry of every Ship or Vessel			3
For the Entry of every Ship or Bark to or from France, or other Foreign Parts			1 4½

WM. GOLDSBOROUGH,
Cler. Dom. Com.

COMPTROLLER'S FEES

	£	s.	d.
For every Entry *			6
For every Certificate from the Office			6
For every Certificate received into the Office			1½
For the Invoice or Outvoice of every Ship or Vessel			3
For Entry of every Bark or Vessel			3
For Entry of every Ship or Vessel to or from France, or other Foreign Parts			8½

WM GOLDSBOROUGH
Cler. Dom. Com.

¹ See No. 371.

Return]

SEARCHER'S FEES

	£	s.	d.
For every Entry *			4
For Return of every Port Certificate		1	0
For every Foreign Cocket		6	0

Ex^d, W.C.EDWARD TURNER,
Speaker of the House of Commons

361. Collector to Board

21 August 1785

We report that coals are carried from any or one part or place on the River Mersey on which this town stands, to any other part or place lying within the River Mersey, without the payment of duties,¹ and that vessels carry other goods from place to place within the limits * of this port,² exempt from coast bonds sufferance * cockets * or other clearance * for other goods so carried. The navigable part of the River Mersey extends from the Rock about three miles below this town to the entrance into the River Wever near Frodsham, more than twenty miles, which last river is navigable to the salt refineries in Cheshire and to Runcorn locks (where the Duke of Bridgewater Canal which is navigable to Manchester about thirty miles, communicates with the River Mersey) about 17 miles above this town, and thence to Warrington about 12 miles, and from thence to the River Irwell about 12 more, which River Irwell is navigable to Manchester. The breadth of the River Mersey so exempted varies very much as well as in the depth of water. The depth

¹ The point here is—and this is one of the points of special significance in the limits * of a port—that if the coal were taken from one place to another, neither of which was beyond the limits * of the port, the coals so carried would not be liable to the coastwise duties; although undoubtedly “traffic by water”, it would not be held to be “trade by sea”. There was already, even at this period, statutory exemption for such traffic in the Forth (8 Ann., cap. 4, sec. 29) and also as to Ellenfoot (Maryport) (8 Geo. I, cap. 14, sec. 14). The first general form of exemption of estuarine traffic was in 1825 (Geo. IV, cap. 107, sec. 100) under which it was “determined and directed” that traffic by water within the defined limits of the Mersey (as also the Clyde, Humber, Tyne and Forth) was not to be deemed “trade by sea”.

² A number of vessels registered in the port of Liverpool were built at Manchester, e.g. the *Providence* (1778—66 tons), *Mary* (1769—53 tons), *Pattys* (1783—70 tons); at Northwich, e.g. *Mary* (1766—68 tons), *Thomas* (1756—52 tons), *Royal Oak* (1746—52 tons) and *Betsy* (1769—52 tons); and at Frodsham, e.g. *Mentor* (1786—71 tons). Nor were all these flats, e.g. the sloop *Polly* (1770 Northwich, 61 tons) and the galliots *Navigation* (1784), *Dublin* (1786) and *Industry* (1787) all of Northwich of about 70 tons (see Liverpool Custom House: Shipping registers, and P.R.O. B.T. 6/191).

Collector to Board]

opposite the town about ten fathoms. At Runcorn locks it is 7 feet. In Runcorn Cap rises about 10 feet. At Warrington 7 feet, at the Lock above Warrington that leads to Manchester 5 feet. At Frodsham Bridge which stands on the Weaver it rises about 10 feet. The size of the vessels that ply there are from 40 to 120 tons burthen. This chiefly employed in the coal trade from 40 to 60 tons and their construction very flatt and are decked and carry coals free of duty chiefly to the salt refineries in Cheshire, some to a copper work about one mile above this town, but very few for the use of the town or shipping since the Leeds canal has been opened, and some but very few to places lying on different parts within the River Mersey, and they are brought from several collieries on the Sankey Canal which communicates with the River Mersey at a place called Fiddler's Ferry about three miles below Warrington. The wages of mariners commence on outward voyages and cease on inward at the Rock about three miles below the town, where the River Mersey ends and Sea Navigation begins. Please to observe that if coals were to be carried to any part within the limits of this port below the Rock, the coal duties would be demanded because they go upon the open sea and on that account coals are not carried below the Rock tho' wanted within the limits of the port below that line. Vessels from foreign parts have some years ago delivered iron at Warrington, but the expense of officers and the delay it occasioned were greater than the convenience of landing it there, and all goods are now landed here except a few instances of lime stone from Ireland which by special sufferance* are allowed to be landed there. Vessels of the burthen of 120 tons have recently discharged clay from Poole and Exeter, and flint stones from London at Runcorn; but as it frequently occasioned much delay by missing the channel and grounding on the banks for a whole neap, the masters in general prefer delivering their cargoes here which are afterwards carried up by the flat bottomed vessels. Wishing that this may be satisfactory we beg leave to remain etc.

362.

19 September 1785

This conveys to you ¹ a ground plan of the Custom House in Liverpool, with an estimate of enlarging the Landing Waiters' * office as marked in the said plan, and of fitting up writing desks with drawers and benches and making convenient places for the Landing Waiters* to do their business in. Their present office is only fifteen feet square which is by much too small for the number of officers. There are writing desks for only eleven, and places only for nine to sit down in, and the number will be seventeen when those appointed have compleated their

¹ Not reproduced.

Collector to Board]

instructions. The office being so small some of the Landing Waiters* are frequently obliged to make up their books at their own houses which is a great inconvenience and may furnish them with excuses to be absent from their duty at a time they are wanted.

363.

27 October 1785

The Old Dock which is contiguous to the Custom House will be a very proper place for the mooring of vessels importing tobacco into this port, and as there is not always a sufficient depth of water therein to receive vessels of great burthen, it will also be proper to allow the east side of St George's Dock to be used for the same purpose. Vessels will come directly to the quays round these stations which are free and legal places of discharge, and will there land their tobaccos without putting it into lighters or other craft, and it can be more conveniently weighed by the Landwaiters* when on the quay than at the warehouse. The Collector employs twelve clerks at an annual expense of £520 and finds full employ for them in this house and in the store-keeper's office in the yard. The tobacco imported here in the year 1773 was 6291 hogsheads; in 1774, 7430 hogsheads; in 1784, 5750 hogsheads; and this year we have already had 4539 hogsheads and we have at this time 2183 hogsheads under bond.

Number of vessels entered at the "Dock Office" in the
Port of Liverpool

1757	1371	1767	1704	1777	2136
1758	1453	1768	1808	1778	2292
1759	1281	1769	2054	1779	2374
1760	1245	1770	2073	1780	2261
1761	1319	1771	2087	1781	2512
1762	1307	1772	2259	1782	2496
1763	1752	1773	2214	1783	2816
1764	1625	1774	2258	1784	3098
1765	1930	1775	2291	1785	3429
1766	1908	1776	2216		

364.

29 October 1785

We transmit herewith a ground plan of this House, together with a report from the Landing Surveyors* stating the necessity of enlarging the Landwaiters* office, which even before the late increase in that class of officers¹ was much too small, and without an addition to it they

¹ Until recently the staff of Land-Waiters had been 13, as settled by Treasury warrant 19 November 1765.

Collector to Board]

cannot be accomodated with seats and drawers to secure their books and papers. . . . Your Honors having upon a recent occasion, having been pleased to signify, that, as the lease of these premises would expire in little more than eight years, and would not be renewed, you did not think it expedient to add to our conveniences at the expense of the Revenue, we called upon the minor's trustees, who have full power to lease, and by them we are desired to assure you that they are willing to renew the lease upon the terms mentioned in the enclosed proposal, which in our opinion are far from being unreasonable, and better cannot be expected from any other quarter, or on any other plan. The situation of these premises is unexceptionable, and they are capable of every improvement that is necessary ; A Custom House cannot be more eligibly fixed, as will be seen by the plan herewith,¹ which though on a smaller scale than the one in Mr. Hammond's possession takes in the new docks now going forward here pursuant to an act of the last session of parliament.² The vacant lot of land ranging behind the yard of this House, extending to a spacious street, has been kept unbuilt in full expectation that it would be wanted for the use of the Revenue, and the rent expected for the warehouse proposed to be built thereon is less than the rent of the warehouse offered by Mr. Bent in November last, by £10 *per annum* ; they will stand on more ground, within our own walls, immediately in view, and in every point of convenience, and utility, will be, beyond comparison, preferable to Mr. Bent's warehouse, which has not been occupied in the smallest degree for the use of the Revenue. The keys of the warehouse are in Mr. Bent's possession.

Your Honors will be pleased to observe that the addition to the present rent of these premises is not desired to commence until the expiration of the remaining part of the term, and tho the advance may appear great, it will hardly be in proportion to the encreased rents of every place contiguous to it.

The taxes for the present premises amount to £18 14s. *od.* ; of that sum £5 2s. *od.* is paid by the Revenue, and the remainder by the proprietors of this House, and when the lease expires, these taxes will encrease with the rent and must be wholly borne by the crown, we apprehend the trustees will be prevailed upon to grant a lease for £240 *per annum* instead of 240 guineas as mentioned in their proposals.

The premises are in lease from the corporation of this borough for 3 lives and 21 years, renewable on a fine agreeable to the value, when a life drops, or is exchanged, and as one of the lives is upwards of 80, no improvements will be made until that life is exchanged, which the trustees

¹ Not transcribed.

² 25 Geo. III, cap. 15 (" To enlarge the term and powers of several acts relating to the harbour of Liverpool, and for making two additional docks and piers ").

Collector to Board]

will petition for immediately if Your Honors should be pleased to adopt the proposals.

Estimates are generally fallacious and much under the real cost of buildings, we should therefore recommend to Your Honors to secure the warehouses (which might be completed in a few months), at the annual rent of £90 as mentioned in the proposals, in preference to paying annually £7 *per cent* on the sum expended in their erection.

Your will please to observe that the low rooms will be excellently adapted for the reception of bonded * tobacco under the act of the last session,² and on that account they will be a valuable acquisition; the upper rooms will be used for the storage of seized goods, and goods sent here for the security of the duties, so that no part of them will be unoccupied, and the rent appears to us to be very reasonable when compared to the rents of warehouses in general and particularly those mentioned in the proposals transmitted in our letter of 27th inst.

365.

28 November 1785

In every great commercial port there will be found some ill disposed persons, but we are certain that the pernicious trade of smuggling has not been openly carried on within the limits of our district since the Isle of Man was annexed to the crown.¹ The frauds and evasions committed at this port are practised by the masters and mariners resorting here, and the laws now in force appear to us to be sufficient to correct them. We cannot forbear to observe that our Water-Guard is too weak, the addition of four watermen to the aid of the Tide Surveyors * rummaging duty appears to us to be very necessary and would be profitable to the Revenue.

366. Board to Collector

15 December 1785

Being of opinion that much advantage may be derived from the proffessionate skill of a person conversant in these undertakings, We have thought it expedient to order Mr. Pilkington, our Surveyor for Buildings, to proceed forthwith to Liverpool, and upon his arrival there, after conferring with you to survey the state and condition of the Custom House and to view the ground whereon the proposed warehouses are intended to be built, reporting whether the plan is eligible, and the terms reasonable. But if our Surveyor should be of opinion that warehouses more convenient and better calculated for the purposes enumerated in your letter . . . can be erected on the same ground, we have directed

¹ I.e. since 1765.

Board to Collector]

him in that case to lay before the Board a sketch of his design, taking care that the strictest Oeconomy be observed, so that the Revenue be subjected to as little expence as possible.

367. Petition

7 January 1786

Honourable Sirs, I am a poor woman, a refugee of New York, which place I left about two years ago to come to England, but was cast away on the coast of Ireland from whence I took passage for the Isle Man and thence to this port where I arrived yesterday in the *Polly*, Robert Anderson, master, and brought with me two old feather beds which I bought in New York but am uncertain of what produce the feathers are.¹ I am in extream want and beseech Your Honours to admit them to entry* free of duty which will for ever be gratefully remembered by
Mary Sullivan.

368. Board to Collector

24 January 1786

We consent to the said proposals for a further term of 21 years, renewing the lease of the Custom House at the rent of £240 *per annum* to commence at the expiration of the present lease viz. Christmas 1793. We also approve of your proposals for the hiring of the warehouse intended to be built on the ground adjoining the yard of the Custom House at the annual rent of £7 *per cent* on money which shall be expended thereon, and £20 *per annum* for ground rent, neither of which are to commence until the building shall be completed in a strong and substantial manner which the Board trust under your Surveyor and inspection will be in the space of six months. . . . And Mr. Pilkington having submitted the inclos'd ² plan for the enlargement of an office for the better accomodation of the Landwaiters,* we approve thereof and you may cause the said alteration to be made and also the Custom House to be painted and whitewashed at a proper season of the year on the best and cheapest terms, taking care that the works are duly performed and when they shall be finished in every respect fit for the service required. . . .

369. Surveyors and Landwaiters to Board

28 January 1786

Mr Rossendale Allen, who was by order of the 18th July last put under instruction for a Landwaiter* and the usual time, six months,

¹ Presumably, what was officially required to be known was whether or not the feathers were the produce of France, in which case they were liable to an additional duty.

² Not reproduced.

Surveyors and Landwaiters to Board]

being expired on the 18th instant and notwithstanding the utmost attention has been given him we find him unqualified, and there is not the least prospect of him ever being competent to the duty and trust of a Landwaiter.¹

[Signed by 4 Surveyors and 14 Landwaiters*.]

370. Collector to Board

2 March 1786

Mr Henry Ravenscroft, one of the Landing-Waiters* requests Your Honours permission to be absent from his duty for one month to attend to his private affairs. It does not appear that Mr Ravenscroft has been absent from duty by permission of Your Honours since the year 1772 when he was indulged with leave for six months in consequence of your order of the 14th February 1772.

371.

11 May 1786

In consequence of the orders of the Commissioners of Public Accounts,² communicated by Mr Stiles' ³ letter of the 8th instant we report that a Table of Fees ⁴ taken by the Officers of this Port is affixed up in the Long Room but that it does not contain all the Fees usually taken but only such as are authorised by the Honourable House of Commons and received by virtue of the patents given to the Customer,* Controller* and Searcher* of the port.

372.

12 June 1786

Early in the morning of the 18th April last, John Sargeant William Taylor and Henry Eccleston, officers in the service here, made a seizure in one of the docks of this port of a boat containing two thousand seven hundred and four pounds weight of loose tobacco, and the ship *Ritson*, John Curwin master, having arrived here the preceding day from Virginia we suspected that the tobacco was run from that vessel, and therefore we suspended the Tidewaiters* who were stationed on board her, and gave them the inclosed ⁵ charges to which they have returned the within answers. The boat in which the tobacco was found did not belong to the *Ritson* but to an unladen ship lying near her, and the owner has

¹ See *Introduction*.

² An act of 1780 (20 Geo. III, cap. 54) appointed a Commission to Take and State the Public Accounts. This Commission's Fifteenth Report related to "The Payments to the Officers of the Customs at the Out Port . . . 1784". William Stiles was secretary to the Board of Customs at the time, but was later himself a Commissioner.

³ See No. 343*n*.

⁴ See Nos. 360 and 388.

⁵ Not transcribed.

Collector to Board]

declared to the Collector that it was privately taken from under his vessel's stern on the night of the 17th of April.

373.

16 September 1786

An account of the several manufactories erected within the limits* of this port or its vicinity for the purpose of manufacturing tobacco and snuff :

Clay and Parry	Thomas Roscoe
Richard Tate and Son	James Polding
Chas. Alexander & Co	Richard Smith
Thos. & Wm. Naylor	Charles Barton
Briggs and Hammond	Bridget Green & Son
Bezaleel Leech	John Rhodes
Tevenant & Bushel	Richard Hill
Hugh Bullen & Co	Samuel Cross
Thomas Meadows	David Jack
Henry Shakeshaft	George Langton
Margaret Gardiner	Richard Spencer
John Samuel	Jonathan Musgrave
Mrs Hardman	James Leigh & Co, (Warrington)

374. Quarantine Report

15 September 1786
Stromness.

Sir,—Please to be acquainted that I went down to South Ronaldshaw on Saturday last and boarded the *John* of Shields, John Rawson master, from Memel, laying in flax, and went from that to Waydwall and boarded six sail from the East Sea, one brig called the *Cato* of Yarmouth, Woodhouse master, from Petersburg for Liverpool with flax iron and tallow, had on board four of his people very bad, and they told me there was upwards of seventy English sailors bad in Petersburg when they left it, but Fraser Smith was got down to Elsinore all well. I never found such an uncommon smell on board any vessel that ever I was on board of.

William Baikie.

375. Collector to Board

2 November 1786

The manner by which the dimensions of vessels are taken to ascertain the tonnage in this port is as follows :

The extreme length for tonnage is taken from the back of the main stern post at the upper part of the keel to a perpendicular line to the

Collector to Board]

forepart of the main stem exclusive of any addition of false stem or false posts.

The breadth for tonnage is taken in the broadest part of the vessel above or below the Wales to the outside of the planks of which she was first built.

The extreme length being found, we subtract $\frac{3}{5}$ of the breadth, and the remainder is esteemed the keel for tonnage. We then multiply the length of the keel for tonnage by the main breadth and that product by half the breadth all which we divide by 94 which gives the tonnage required.¹

376. Cutter Report

1 December 1786

Pilote Cutter Douglas.

Having received information through Mr Wilson of Douglas, Deputy Receiver General,* of a smuggling cutter lying at Port Iron ² it blowing a gale of wind in, I despatched our master and thirteen men armed across the Island who boarded and took the said vessel, (a Custom House boatman or Tidesman * there forcing himself into the boat with them) and carried her into Peel. The *Dandy* cutter is near fifty tons, Patrick McNab master, having thirteen hands on board from Port L'Orient cleared out for North Faro, loaded with (as per invoice) three hundred and forty three ankers of brandy, ninety four cakes and two rolls of tobacco, eight bags and two boxes of tea.

Warwick Oben

[Lieut. Commander, *Pilote Cutter.*]

¹ This arose out of the passage of the act for the general registry of British merchant ships (26 Geo. III, cap. 60) which took effect from 1 August 1786, and section 14 of which laid down rules for the measurement of ships for the purpose of determining tonnage. The rules were not quite in agreement with the above, in the allowance for rake. The statutory method was to drop a plumb-line over the stern of the ship and then to measure the distance between that line and the after part of the stern-post at the load water mark; the distance was then measured from the top of that line, parallel with the water to a perpendicular point immediately over the load water mark at the fore part of the main stem. From the latter measurement the former distance is deducted, the remainder being regarded as the ship's extreme length, from which is deducted three inches for every foot of the load draught of water for the rake abaft, and also three fifths of the ship's breadth for the rake forward, the remainder being regarded as the just length of the keel for tonnage purposes; the breadth is taken from the outside to the outside of the plank in the broadest part of the ship, either above or below the main wales (exclusive of sheathing); the keel length is then multiplied by that breadth, and that product by half the breadth, and being divided by 94, the quotient is the true tonnage.

It is to be noted that neither formula had any regard to the depth, a fact which had an important bearing upon the design of ships.

² Port Erin, Isle of Man.

377. Collector to Board

26 December 1786

On the morning of the 14th instant in a violent gale of wind the *Duke*, lazarette, stationed in Hoyle Lake, drove on shore occasioned by her mooring chains breaking during the storm; but the Tide Surveyor* there reports that he is not apprehensive she will receive much damage from the accident. We propose to send proper materials round to that place to float her on the first opportunity, and we trust we shall be able to have her moored again at a very trivial expense.

378.

17 February 1787

In consequence of a request made by Mr Rose to the mayor and magistrates of this borough to collect and state to him the sentiments of the merchants of this port on the intended plan of the consolidation of the duties arising to the crown from the revenue of the Customs, a final meeting was held yesterday to consider the subject and we are informed that it was found to be the general sense of the town that the completion of that design will be attended with the greatest advantages to the Mercantile world and that there was not any objection offered against it.¹

379. Accounts

24 March 1787

An account of the Duties secured by Bond.

	£	s.	d.		£	s.	d.
1767	99,374	18	4½	1777	6,407	1	10½
1768	103,174	10	0¼	1778	37,052	1	11¾
1769	101,838	0	0½	1779	25,747	15	10½
1770	148,756	10	5½	1780	216	17	7½
1771	184,615	13	10½	1781	—	—	—
1772	171,054	11	2¾	1782	6,052	5	4½
1773	184,378	13	11	1783	4,875	9	3¼
1774	194,991	8	10¾	1784	—	—	—
1775	119,361	7	9½	1785	—	—	—
1776	1,350	11	1¼	1786	—	—	—

¹ This refers to Pitt's consolidation of 1787 (27 Geo. III, cap. 13). Various earlier attempts had been made to reduce to some understandable order the intricate tangle of Customs legislation. The act of Charles II (12 Car. II, cap. 4), the Act of Frauds, was called the "Great Statute", and the table of duties enumerated therein, known as "the book of rates", laid the foundation of the modern tariff. Pitt's act of 1787 was a consolidation and reform of rates and accounts rather than of basic law and procedure, and in 1797—within ten years of Pitt's great effort—a committee of the House of Commons could report that the then extant Customs acts filled "six large volumes in folio, unprovided with any index, not published, and not to be commonly obtained by purchase".

380. Whaling Master's Declaration

28 March 1787

We James Hopper, master and Robert Bruce mate of the ship or vessel called the *Quaker* do severally make oath that all the oil, whale-bone, seal, sea lion and sea elephant skins now imported are the produce of thirteen whales, two thousand eight hundred seals, five hundred sea lions and thirteen sea elephants taken and killed by the crew of the said vessel. That on the 12th February 1786 in latitude 16.45 North the crew took a spermaceti whale, on the 28th of the same month in latitude 1.58 North they took another, on the 27th March following in latitude 32.24 South they took a third. That on the 20 April in latitude 48 South they took a black whale, and between the 23 Apl and the 2nd December following during which time the said vessel lay at Swan Island, one of the Falkland Islands, they took nine black whales and that the seals sea lions and sea elephants were taken on the said island. That they departed from Swan Island the 2nd December 1786, and after a tedious passage and bad weather put into Dingle in Ireland, the 22 ultimo and arrived at this Port the 27th inst. [Signed.]

James Hopper [master]

Robert Bruce [mate].

381. Whale Fishery Certificate ¹

12 April 1787

These are to certify that we have been on board the brigantine called the *Quaker* of Liverpool bound on the whale fishery to the Southward of latitude forty four degrees north, which brigantine appears by her register * to be a prize taken from the Americans legally condemned and made free, and of the burthen of one hundred tons, and the whole and entire property of Thomas Gilbert His Majesty's British subject residing at Liverpool where the said brigantine was fitted and cleared * out, and has on board sixteen men whereof six are indentured apprentices ² for three years at least, and did not exceed the age of eighteen years nor were under the age of fourteen years, besides James Hopper the master, all his Majesty's British subjects. James Hopper, master, Robert Bruce, mate, Shadrack Keen and John Welsh, harpooners, Nathaniel Stevens and John Robinson, boaters, Thomas Barclay and William Burgess, line managers, Henry Bell, seaman, John Fearing, carpenter, Thomas Salthouse, cooper, and six apprentices.

¹ Made under the act of 1775 (16 Geo. III, cap. 47) which extended to the " whale fishery in the seas southward of latitude 44 degrees north " the bounties hitherto paid in respect of the northern whale fishery (5 Geo. III, cap. 31).

² Only one apprentice for every 50 tons burden (between the ages of 14 and 18 when indentured—for three years) was necessary to qualify for the bounty (16 Geo. III, cap. 47, sec. 2).

382. Collector to Board

5 July 1787

The lugger mentioned in the enclosed papers has been brought into this port and delivered to our care.

383. In-Letter

25 June 1787

I have the Commissioners directions to transmit enclosed for the information of your Board a copy of a letter from the Collector and Comptroller* of Kirkcudbright with respect to Lieutenant Warwick Oben commanding the *Pilote* cutter having seized on that coast on the 16th instant and carried to Liverpool a smuggling lugger commanded by [Jack] Yawkins.

[Signed] R. E. Philips.

22 June 1787
Kirkcudbright.

[*Enclosure*] On Saturday night last the 16th inst about 10 o'clock a great deal of firing was heard at sea off the Abbey Burn in this district. We were soon after informed that a smuggling lugger was taken by one of the Admiralty cruizers and have since made all the enquiry in our power into the particulars. The lugger appeared off Abbey Burn late in the evening of the 16th instant and her cargo was certainly intended to be smuggled at that place, for a boat brought on shore seventeen boxes of tea out of her which were immediately carried off, a numerous body of horsemen being in waiting. The lugger was taken by the cruizer whose name is the *Pilote* cutter, Lieutenant Warwick Oben, commander, within a league or a league and a half of the Abbey Burn and carried to Liverpool where she arrived on Tuesday last the 19th inst. The lugger had on board when she was taken, according to our information between eighty and ninety boxes of tea, four hundred ankers of spirits and a quantity of silks and tobacco being the most valuable cargo of contraband goods which for many years past has appeared upon this coast. We submit to Your Honours that from the circumstances we have stated this vessel and cargo ought to be brought back to some Port in Scotland and returned to you for condemnation.

William Laurie

[Collector]

Robert Rae

[Comptroller*]

P.S. Since writing the above we are informed that the lugger was commanded by the noted Yawkins¹ and that she was loaded at Ostend.

¹ This "noted Yawkins" is said to have been the original of Dirk Hatteraick in Scott's *Guy Mannering*.

384. Collector to Board

21 July 1787

Mr Henry Hamer, the acting Customer * at this port who is now absent has signified to us that the physicians who attend him at the hot wells at Bristol are of opinion that it is absolutely necessary for the recovery of his health that he remain off duty for a longer time than that allowed. He therefore requests your indulgence for one month in addition.

385.

28 August 1787

Captain Gibson, commander of the *Perseus* frigate, a vessel employed for the suppression of smuggling on the coasts of this and adjoining counties, declines to receive the *Hawke* lugger [Yawkin's lugger] ¹ as a tender to the *Perseus*. We have therefore directed her to be broken up pursuant to your commands.

386.

5 September 1787

There are now at this port one hundred and thirty six extra Tide-Waiters.* We have now sixty preferable Tide-Waiters* and we beg to recommend that the extraordinary men whose names are mentioned in the enclosed ² account be added to [42 names].

387.

24 November 1787

By the desire of Peter Skelhorn, an established Tide-Waiter* at Hoylake, we transmit the inclosed ² petition wherein he prays to be placed on the list of superannuated officers. He was admitted into the service on the 2nd May, 1751, has paid full ten years to the fund,³ is seventy six years of age, is not disabled by any accident but is unable to perform his duty with vigour, has behaved himself very well, has not any means of subsistence except his present employment.

388.

28 November 1787

Pursuant to your order of the 26th instant we report that the water-side officers at this port who are enumerated on the back hereof generally receive fees perquisites or gratuities for the examination of goods inwards or outwards when the same are landed at or shipped from the lawful quays.* These fees etc are not received by any legal ⁴ authority, but merely by the common usage of the Port.

¹ See Nos. 383-4 and *Introduction*.

² Not transcribed.

³ The superannuation voluntary fund.

⁴ I.e. parliamentary. See Nos. 360 and 371, and *Introduction*.

Collector to Board]

Annual Amount.

Landing Surveyors, each,	£130
Deputed Searcher *	329
Comptrolling Searchers,* (each)	346 12s. 7d.
Landing Waiters,* (each)	132
Coastwaiters,* (each)	160
Weighing Porters, (each)	38

389.

3 March 1788

It is confidently reported here that a great part of the tobacco which is exported from this kingdom to the Isle of Man, after being manufactured there, is fraudulently re-landed, and it is generally asserted that the quantity of one hundred and twenty thousand pounds weight allowed to be sent to that island by the act of the 7th George 3rd, cap. 45,¹ is considerably more than is necessary for the use and consumption of the inhabitants of and persons resorting to the Island.

390. Petition

15 March 1788

I humbly beg leave to acquaint Your Honours that I lately travelled on foot from Llanroost to Conway in North Wales (nine Miles) with a bundle of mens shoes on my back, to wit, thirty pairs, when after my arrival at Conway I found myself excessively fatigued and unable to carry the bundle of shoes any longer being very old and infirm and the weather and roads extremely bad, I therefore put the bundle of shoes on board a vessel called the *Hopewell*, John Jones master, at Conway, then ready to sail for Liverpool with an intent to go by land myself when upon the vessels arrival at Liverpool, the shoes were seized by the Tide Surveyor * for not being inserted in the despatches. I do therefore most respectfully intreat Your Honours directions to the Collector and Comptroller * of the port of Liverpool that I may have my little earned property restored to me again.

David Thomas.

X

His mark.

¹ The Act for Regulating the Trade of the Isle of Man. Tobacco was among those goods now prohibited to be imported into the Isle of Man except directly from a port in Great Britain, and then subject to certain restrictions and limitations. Lest this be thought a hardship to the Islanders, it should be noted that the United Kingdom duties were repaid upon shipment of the goods to the Isle of Man, and the tobacco subjected upon landing to an insular duty of "Five pence for every Pound weight", to be paid in "ready money without discount".

391. Collector to Board

18 March 1788

We have in obedience to your directions made enquiry amongst the best informed merchants of this port who have any connection with the Isle of Man what quantity of tobacco is really necessary for the use of the inhabitants of and of the persons resorting to that Island, and from them we learn that forty thousand pounds weight will be sufficient and ample for that purpose annually.¹

392.

10 May 1788

We transmit enclosed account of tobacco exported hence to the Isle of Man in the last five years.¹

1783	32,056
1784	46,947
1785	75,123
1786	30,948
1787	34,788

393. Surveyor (General Post Office) to Collector

26 May 1788

Sir.—On a late survey at Liverpool I was much surprised to find that your Collector at that port had dispensed with the masters of vessels arriving from foreign parts bringing the necessary certificate from the postmaster respecting ship letters agreeable to the act 5th George III,² whereby the Revenue has suffered very considerably. I waited upon the Collector respecting this business who received me very politely and expressed his desire in conforming to anything I might propose, but as the certificates had never been required he was fearful the merchants would think it an impediment to their business thrown upon them by him unnecessarily without an order from your Board. I have therefore to request you will have the goodness to move the Honourable Commissioners of His Majesty's Customs to give the directions I request.

C. Saverland,

Surveyor to the General Post Office for the Chester
North Wales and Liverpool District.

¹ See No. 389.

² An act of 1710, 9 Ann., cap. 11 (10 in Ruffhead), set up a "General Post Office" in London, and "Chief Letter Offices" in Edinburgh, Dublin and New York. A monopoly in the conveyance of letters was established to the Postmaster-General, and carriers, coachmen and watermen inland, and masters and seamen and passengers from overseas, were forbidden to carry and deliver letters for hire.

The act of 1765 (5 Geo. III, cap. 25) "to amend, explain and enlarge" the earlier provisions required, *inter alia*, every vessel to hand over to the Post Office (or to the quarantine officer) every letter on board, before the master made entry * at the Custom House, or the vessel broke bulk at her berth.

394. Collector to Board

30 May 1788

Agreeable to your orders we have called upon Henry Bengoe, boatman, and examined into the nature of his infirmities, which we have found to be a total loss of sight and violently afflicted with rheumatick pains which we have every reason to believe has proceeded from his invariable zeal and attention for the good of the service, having been exposed to winds and weather night and day for a series of forty years and upwards on this angry river, and do humbly presume to recommend Henry Bengoe as an object deserving the Honourable Board's clemency, more particularly as he is not entitled to any allowance from the superannuation fund.

395.

2 July 1788

An additional dock has been forming for some time past at the south part of the town¹ which it is expected will be ready in less than six months for the admission of vessels, and we have good reason to believe that the corporation of this town would erect strong and secure sheds within a few yards of that dock capable of containing four or five thousand hogsheads of tobacco, provided that so much of the quay as would be sufficient for the discharge of the cargoes of vessel importing tobacco, be made a legal * landing place.

396. Tide-Surveyor to Collector

8 July 1788

Having received information that a sloop was in the river laden with foreign spirits intended to be landed clandestinely under cover of the night, I immediately went in search (taking with me three confidential men). After examining different vessels near the place described by the informer, at length I boarded a sloop called the *Blessing*, John Morris master, who said he was from the coast of Wales with limestones. On examining the hold found 53 kegs containing 339 gallons² of foreign brandy and geneva, stowed amongst the limestones, which I immediately seized and have lodged safe in the king's warehouse. Also have detained said sloop for the Honourable Board's directions.

THOS. HILL,

Tide-Surveyor.

N.B. Please to observe the sloop is only nineteen tons² burthen as per register.*

¹ The King's Dock.

² Any brandy or geneva imported in any cask or container of less than 60 gallons or in any vessel of less than 100 tons (except for the use of seamen, not exceeding two gallons per man) was forfeit (5 Geo. III, cap. 43, sec. 27; and 19 Geo. III, cap. 69, sec. 1).

397. Collector to Board

17 July 1788

Immediately after the receipt of the order of the Lords of the Council of the 8th instant, we proceeded to inspect the several cargoes of wheat, the produce of the United States of America, now warehoused under our locks according to the method laid down by Sir Joseph Banks. We were assisted by Joseph Brandreth, M.D., James Currie,¹ M.D., James Worthington, M.D., James Gerrard, M.D., John Rutler, M.D., Mr Edward Chaffers, Gentleman, Mr J. Akers, a celebrated Botanist, Mr William Yates and Mr Richard Cowland, Landing Surveyors.

As a result of all the experiments which we were enabled to make by the assistance of the best microscopes we could obtain is that all the cargoes except one imported in the ship *Union* were found to have been in a greater or less degree infected with an insect of the species of the weevil, but we did not discover any which were alive.

398.

24 July 1788

From the 1st January 1787 to the 23rd July there were imported here only 2040 hogsheads tobacco. Within the same period this year there have been imported 4755 hogsheads making an increase of 2715, and exceeding the whole of the importation in the last year. 651 hogsheads and a further and very considerable supply is yet expected.

In the year 1773 were imported 6291 hogsheads.

1774

7430.

399. Petition

4 August 1788

As by the late Slave Act,² surgeons to be employed in that trade are to pass at Surgeon's Hall, a circumstance which will be attended with the greatest inconvenience to many a young person who may have money to bring them from Edinburgh and the north of England to Liverpool but not to take them to London. I therefore submit to your consideration whether or not young gentlemen passing at the Royal College of Surgeons at Edinburgh are not equally entitled to be employed. I trust to your humanity in representing this case which will be the case of many a young man and surely the Royal College of Surgeons at Edinburgh are as

¹ Certainly, many will think that James Currie, M.D., was better studying weevils in wheat than the more salty passages in the poems of Robert Burns.

² The act laid down that no "vessel shall be allowed to clear out,* unless it shall appear to the Collector or other principal Officer of the Customs at the Port that there is one Surgeon at least engaged to proceed on board", and that "such Surgeon shall have produced to such Collector or other principal Officer of the Customs, a Certificate of his having passed his Examination at Surgeons Hall" (28 Geo. III, cap. 54, sec. 13).

Petition]

competent to take examinations as the Surgeons at Surgeons' Hall in London.

Jos. Goldie.

400. Collector to Board

18 August 1788

We report that there are not any private wharfs at this port for the shipping or landing of any goods, the landing places are the public quays which are used for the shipping and landing of all sorts of merchandize without distinction. The property of them is vested in the corporation of this borough and a small duty is paid to that body for all goods landed there or shipped thence, the property of non-freemen of the borough.

401.

11 September 1788

Though the export in the last year [of tobacco] was much greater than it was in many of the preceeding years, yet it was little more than one half the quantity exported in the years 1772, 1773 & 1774.

Exported Manufactured Tobacco

1772	lbs	1,673,953
1773		1,251,860
1774		1,403,636
1785		383,897
1786		581,983
1787		744,495

In the first three years the chief part was exported to Denmark, but during the late war that trade declined here and the greatest export is now made to Dantzic. The manufacturers inform us the interior parts of Poland are now supplied from that port and we have not any reason to doubt its going there.

402.

13 October 1788

Estimate of stores necessary for a cutter of 40 tons.

1 axe, 2 hammers, 1 saw, 2 caulking irons, 1 mallet, 1 maul, 2 iron wedges, 1 iron tea keettle, 1 iron pot, 4 wood bowls, 12 trenchers, $\frac{1}{2}$ dozen knives and forks, 6 spoons, 6 wooden ditto, 1 mop, 1 grid-iron, 1 dust-brush, 1 glam,¹ 2 paint brushes, 2 tar brushes, fish hooks and pins,

¹ Pincer, or iron jaw of a vice.

Collector to Board]

2 hour glasses, a pair tongs and tormenters,¹ ship's hearth complete with fender, 2 posnetts, sail needles and palms, lamp black and brooms, 2 ballast shovels, 2 marline spikes, thimbles and grummetts, 1 grinding stone and handle, lead and line, 2 muskets, a pair of pistols, 6 cutlasses, hand-cuffs and shackles, 6 scrapers, 2 hand and 4 sticking candle-sticks, 3 hang-locks and staples, assortment of nails, axe and adze for Cooper, Drawing knife, 1 chisel, 2 augers, 6 gimbletts, pot hooks and ladle, frying pan, bellows and spit, 3 tinder horns and steel, 2 pairs snuffers, punch ladle, cork screw, slate and pencil, a rat and mouse trap, brass cock and a pair of steel yards.

403. Whaling Master's Declaration ²

29 October 1788

This is to certify that we have been on board the ship called the *Argus* of Liverpool whereof John Meader is master, bound to the whale fishery to the southward of the latitude of 44 degrees North, which ship appears by her register * to be British plantation built of the burthen of 320 tons, is navigated with twenty-one men besides the master, whereof six are indentured apprentices³ for three years at least who did not exceed the age of eighteen nor were under the age of fourteen years at the time they indentured.

<i>Harpooners</i> ⁴	<i>Boat Steerers</i> ⁴	<i>Line Managers</i> ⁴
John Moss	William Doss	Charles Apsless
Tho. Woodward	Morris Doss	Edward Farmer
Mungo Limes	William Martin	Jas. Burn
Andrew Reed	Wm. Ditchburn	John Ross
Robt. Roads		Patrick Crowin
James Bayley.		

Apprentices

John McLean, John Fleming, William Mahony, William Hill, John Shoebotham, William Smith.

¹ Long-handled fork.

² Made under the act subsequent to that of 1775 (see No. 381)—the Encouragement of the Southern Whale Fishery, 1786 (26 Geo. III, cap. 50). This act entitled these whalers to certain premiums, subject to the certain conditions, e.g. the master and three-fourths of the crew being British, the vessel clearing * with the Customs accordingly, and producing to the Customs upon return the log-book of the voyage "regularly kept", and that the vessel carried one apprentice (for three years) for every 50 tons of her burden.

³ See No. 381*m*.

⁴ The harpooners, boat-steerers and line managers are separately named because they were statutorily protected from impressment (sec. 25).

404. Collector to Board

12 February 1789

The crew of the vessel mentioned in the inclosed¹ petition of Mr Thomas Burrows consists of an American master and nine mariners, six of whom are natives or subjects of the American States, the country to which the ship belongs, two British subjects and one Swede. As only two thirds of her mariners are subjects of those states we have declined to admit her cargo to entry * without your permission,² His Majesty's Order in Council of the 19th March last requiring that at least three fourths of the mariners navigating vessels belonging to and built in the American States shall be subject of those states.

405. Tide-Surveyor * to Collector

18 May 1789

On the 12th inst arrived the brigantine *Albertus*,³ Frederick Werren master, from Bremen with a cargo of wheat ; having received information the 14th following that a quantity of geneva was on board, Mr Broadstock and myself went on board with six boatmen and four rummaging officers in order to relieve each other, knowing it would require a deal of work before we could get at the concealment as the bags of wheat were very heavy and a number of them to be shifted. Having removed a great quantity of bags, found a concealment abaft the main-mast in the hold. The dimensions are 8 ft 3 in by 3 ft 5 in and in that place was stowed 65 jar-bottles and 13 kegs, containing 138 gallons of geneva.⁴ Please to observe the Excise Tide-Surveyors got on board first and took the first rummage where they found in the fore-part of the vessel 38 stone bottles consisting 41½ gallons, 2 stone bottles in the mate's cabin containing 4 gallons, and 28 stone bottles in the captain's cabin in the lockers containing 11 gallons, all of which was geneva which they seized, leaving however a sufficient quantity for the ship's stores.⁵

John Hookey,
Tide-Surveyor *

406. Collector to Board

31 July 1789

The Salt-house Dock is contiguous to the Old Dock which is opposite to the Custom House and the quays round the latter are legal * landing

¹ Not transcribed.

² By the act of 1783 (23 Geo. III, cap. 39) the crown was given power to make orders in council regulating the trade with the new United States. This power was continued by the act of 1788 (28 Geo. III, cap. 5).

³ See No. 413.

⁴ It was prohibited to import spirits in casks or other containers of less than 100 gallons (26 Geo. III, cap. 73).

⁵ On the scale of 2 gallons per man.

Collector to Board]

places. The King's Dock is very near the Salt-house Dock and the Dock now forming joins the King's Dock, and the furthest of them is as near to the Custom House as the legal landing places to the northward of the present tobacco warehouse. All the docks at this port were formed under the authority of acts of parliament which have invested the corporation of this borough as trustees for the public with the sole direction of them, and authorise them to collect a tonnage duty on the ships arriving here to defray the charges of forming and supporting them. These acts have also reserved the quays to that body which are for the landing of all goods imported here, non-freemen of the borough paying to them a small duty for the permission of landing there.

407. Slave Certificate ¹

[28 June 1789]

Port of Bahamas.—These are to certify that the number of slaves that appear to have been taken on board the ship or bark called the *Peggy* of Liverpool laden with slaves from the coast of Africa of the tonnage or burthen of 81 tons, were 122, whereof 36, being 30 males and 6 females, did not exceed respectively four feet four inches in height, and that no one slave of the number received on board the said ship or bark from the time of her arrival in Liverpool, say on the coast of Africa to the time of her arrival in this her, port of discharge has died.

P. S. Hunt, Collector.

W. E. Morrison, Comptroller
Custom House, New Providence.

408. Collector to Board

10 August 1789

The undermentioned persons were sent hence to London as witnesses, the Collector has paid £28 16s. 6d. for their expenses.

Richd. Lowndes, Coach hire to and from

London

£5 16 0

Expenses from 9-16 July @ 10/6

4 4 0

John Hookey, coach hire

6 6 0

Expenses

4 4 0

O. Skillivan, coach hire

6 6 0

Expenses at 5/6

2 0 0

Stamps

6

£28 16 6

¹ An act was passed in 1788 "to regulate for a limited time the shipping and carrying of slaves in British vessels from the coast of Africa" (28 Geo. III, cap. 54). No vessel of this tonnage was permitted to carry more than 5 slaves for every 3 tons burden, nor male slaves over 4 ft. 4 in. in height in greater number than

409. Revenue Cutter * Report

17 September 1780

Humbly Sheweth.—That on the 25th July last being off Loch Ryan with the *Prince of Wales*¹ Revenue cutter * under my command, I got information of a smuggling lugger being seen hovering in the Bay of Luce waiting for an opportunity to smuggle her cargo in that bay. I made what despatch I could to get round in quest of her, and at daylight saw her lying becalmed in the offing to the westward of the Mull of Galloway. We anchored close in-shore to lay in wait to intercept her from getting into her intended port, but after sun-set a boat having got off to her and gave information of our lying there, in the night-time we weighed and made sail, and at daylight saw her bearing W. by N, distant 4 leagues to windward of us. She weathered and got round the Isle of Man. Next morning fell in with her standing over to the Scottish coast and was so near that we fired over her but falling little wind she got out of reach of our shot. About noon the *Cruizer*, Admiralty cutter, joined in the chase which continued all night. Next morning being off Ramsay bay the *Savage*, sloop of war, came in sight who fired at the lugger when she struck. I went on board the *Savage*, where both the navy captains were and informed them that I had chased her two days and nights and had prevented her from landing her cargo two different times, and on this account I had the best right to share, my officers and crew being much fatigued by the long chase. May it please you to settle the distribution of this seizure as you shall think equitable.

[signed] Lewis Gellie

410. Collector to Board

30 April 1790

The great opportunities afforded by the extensive canals which communicate with this town will cause foreign grain to be sent into many countries much to the prejudice of the farmers and the landed interest, and if certain permanent duties are not thought proper to be imposed on these articles, with great deference we submit that it appears to us the only method to prevent fraudulent and illicit designs upon the public from taking effect would be to regulate the importation and exportation by the average prices of the whole kingdom ascertained as at present.²

one per ton burden of the vessel. Officers of the Customs were to take an account of the slaves on board and certify the facts. No vessel was to engage in the trade unless it had entered * with the Customs accordingly, and had a surgeon on board who had given bond to keep a journal, recording the arrival, delivery and death of slaves, and had left such bond with the Customs.

¹ Tonnage 155 (estimated—144 actual), 14 12-pounders 2 long 6-pounders, complement of 52. Later converted to a brig.

² The rate of duty on certain grain imported and the rate of bounty on that exported was now regulated by market prices certified by the justices as ruling

411. Collector to Board

17 April 1790

The lugger *Chance* of the burthen of 62 tons, seized by Richard Budsdall, the 29th July last brought into this port and condemned in the Exchequer in Michaelmas term following has been effectually broken up pursuant to your order of the 23rd ultimo. The broken up hull and materials have been sold for £83 os 0½d. and we pray your order for the payment of the seizing officer, the reward given by the 5th section of the 28 Geo. III, cap. 34.¹

412.

21 April 1790

As it does not appear from the papers which we return herewith² that there were on board the ship *Diana* at any one time during her late voyage a greater number of slaves than the proportion allowed by the 1st section of the act of 28 George III, cap 54,³ and as the mortality did not exceed the proportion of two slaves in the hundred, we do not see any objection to the payment of the bounties⁴ given by the 14th section if it shall be proved to your satisfaction that a copy of the act was delivered to the master by the person to that service under the authority of the 7th section.⁵

in the market or markets nearest the port (see No. 293). The point made here, that the goods could be moved inland to the country behind the next port where a different rate applied, was more or less disposed of the next year by the act 31 Geo. III, cap. 30, which permitted any vessel arriving at a port where high duties are chargeable to depart to any other port "where the same may be imported on the low duties, and there enter land and deliver the same" (sec. 25).

¹ In certain offences the law required that the ship should be prosecuted in the court of Exchequer, and the only condemnation was for the ship to be broken up. In those instances where the seizing officers had themselves to prosecute and bear the expense of prosecution, the utmost they could hope for was one half of the sale price of the broken-up material, which would almost certainly involve them in financial loss. The act of 1788, here cited, assured to the seizing officer one half the proceeds of the materials after breaking up, plus 10 shillings per ton burden of the vessel, (to be paid out of the crown moiety of the seizures). Thus in this instance the officer was entitled to a reward of £72 10s. 0d.

² Not transcribed.

³ 5 slaves per 3 tons burden, for vessels up to 200 tons, and one slave per ton burden thereover.

⁴ If the Collector of Customs at the port where the ship finally discharged was satisfied from an examination of the surgeon's log (which the surgeon was bonded to keep and produce) that the loss by death to the time of discharge in the West Indies was not more than two in each hundred, the Collector could make out and attest a certificate and hand it to the master, and one to the surgeon, upon production of which the Board would pay the master a bounty of £100 to the master, and £50 to the surgeon.

⁵ The act came into force on the 1st of August, 1788, and the Customs delivered a notice (or a copy of the act) to every vessel departing thereafter. The act, however, was drawn to apply to vessels which had already left, and the Admiralty were appointed to see that proper notice was given to vessels already at sea.

413. Collector to Board

24 April 1790

An Account of vessels seized under 26 Geo. III, cap 73.¹

Vessel's Name	Tons	Brandy, Gals.	Rum, Gals.	Geneva Gals.
Cutter <i>Dandy</i>	50	3478		
Sloop <i>Nancy</i>	56	467	93	143
„ <i>Diligence</i>	30	1130	825	425
„ <i>Success</i>	35	2595	255	40
Lugger <i>Hawke</i>	60	1185	144	158
Cutter <i>Fame</i>	60	468		
Sloop <i>Blessing</i>	19	237		102
Brigantine <i>Albertus</i>	150			138
Lugger <i>Chance</i> ²	62	810	637 $\frac{3}{4}$	450

414.

8 June 1791

Has received 9 certificates which have been granted to Beckwith and Holmes, for the bounties payable on certain cargoes of herrings, with an order to report as to the condition of the fish, the place of taking, and the ownership of the vessels. The Board have annexed Beckwith's explanation.

Beckwith states the fish were caught in drift nets in Cardigan Bay, by natives of Wales in small boats. The Welsh fishermen brought the fish to his vessels which were off the Isle of Man. The fish were put on board fresh, hove down the hold with shovels, and sprinkled with salt, to keep them sound till they arrived at Liverpool. The fishermen are none of them curers; they have no opportunity to land fish for that purpose. Beckwith claims the bounty because he bought the fish fresh from British fishers, and has had to account for the bounty in the price he was charged for the fish. But for the bounty of 1s. a barrel the curers could not pay the fishermen so high a price.³

¹ Vessels after 1st October, 1786, bringing spirits other than rum, in casks of less than 100 gallons (sec. 49).

² See No. 411.

³ The procedure here described was legalized by the act of 1785, at least as regards decked vessels (25 Geo. III, cap. 65). Fishing on the coast of Britain was confined to British craft, wholly British manned. It was lawful for any British vessel, decked and lawfully manned, to buy in any part of the seas where such fish are found, fresh herring of British taking, and land them in any British port, upon the master declaring to the Customs that such fish were, to the best of his belief, fish of British taking. But this concession was confined to *decked* vessels, and decked vessels leaving the limits of the port would, under the standing regulations, already

Collector to Board]

The other merchant, Holmes, reports that the curers follow the fish wherever they go. For the past two or three seasons the fishery has been on the Welsh coast, and the Welsh have caught the fish and sold them as described. The certificates are granted by the Customs Landing-Waiter, and are for the following :*

Beckwith & Co. Providence, 174 barrels ; Victory, 15 barrels ; Thomas and Mary, 168 barrels ; William, 94 barrels.

Holmes. Industry, 79 barrels ; John and Judy, 548 barrels ; Nancy, 156 barrels.

Collector states the Industry and John and Judy belong to the Isle of Man.

The Nancy belongs to Beaumaris.

415. Merchant's Petition

2 July 1791

Petition of Mr. L. Oliphant, stating that for several years he has bought large quantities of goods at the East India Company's sales, and lodged them in the king's warehouse at Liverpool.¹ The merchants trading to Africa and the West Indies buy these goods from him. The East Indian system of packing does not suit the African trade. In one bale of romalls ² many pieces may be of varying colours and prices. For 35 years previous to 1789 he has been allowed to assort his goods in the warehouse but lately the officers have prevented this, which will destroy his trade. States he is not concerned in any vessel, and that Serjant and Co, Higginson and Co., and Parry & Co., in London, and certain Liverpool traders, are allowed to assort their goods.*

Collector reports that Mr. Oliphant has the same privileges as other merchants.

be registered with the Customs, and have given bond and surety. Perhaps the point here was that these particular craft were not decked, in which case craft which were under no bond or surety to the Customs, were bringing in unidentified fish which might be of alien taking, and applying for a bounty from parliamentary funds.

¹ East India goods could lawfully be brought only into the port of London. They could not be brought even coastwise into Liverpool, and had therefore to be removed by land-carriage. The East India Company was placed under stringent rules as to the operations allowed upon baled or packaged goods the duties upon which had not been paid. With a little ingenuity, the goods could be assorted in such a way by the importer that their liability to duty could be later determined by the Customs only with great difficulty—if at all. Hence there would be difficulties in allowing greater freedom with East India goods in warehouse in Liverpool than were allowed in the Company's own warehouses in London.

² See No. 235n.

416. Collector to Board

13 July 1791

The Janet, Capt. Griffiths, and the Hope, Capt. Tausdell, American ships previously seized at Liverpool for having landed 525 casks tobacco at Guernsey, are returned into the Exchequer (Janet appraised at £400 : Hope at £600). We trust this will tend to check the iniquitous trade in tobacco which has been lately established in that island. . . . The tobacco, we believe, was intended to be manufactured in that island, and afterwards run into this kingdom.

The above on petitions of the two American captains, dated at Liverpool 27th June, 1791. They state they discharged at Guernsey as many other Americans had done, there being nothing in the late Tobacco Act, or in the Proclamation relative to trade between Great Britain and the U.S.A., forbidding it. They then came in ballast to Liverpool, reported their ships and the transaction, invested the proceeds of the tobacco in British goods (part of which they had already taken on board) and then their ships were seized by the Collector under the old navigation laws of Charles II.

417.

23 July 1791

Reports on the memorial of John Brownlow, of Frederiksborg, Virginia, owner of the Janet. Brownlow states that since 1783 many American ships had landed tobacco in Guernsey. Hopes that these precedents will be admitted, and that "the managers" of a great mercantile nation will not let an innocent individual suffer by the revival of reconstruction of an ancient law. [Brownlow's petition dated at Mr. Eden and Christ Courts No. 9 Savage Garden. 16th July, 1791.]

Collector replies that he has never known previously of any American ship having touched at Liverpool after landing tobacco in Guernsey. The old navigation laws are well known. The act of 1789 (29 Geo. III, cap. 68) limited the quantity of tobacco allowed to be sent from Great Britain to Guernsey to 35,000 lbs. per annum. This was done to check the fraudulent proceedings of the islanders, but the latter at once began to import large quantities from the U.S.A. Returning Brownlow's ship into the Exchequer has been Brownlow's advantage, he being thus enabled to gain possession of her by giving security for her appraised value. Collector hopes the Board will support him and the Controller in the forthcoming prosecution.

418. Slave Certificate

26 July 1791

*The several requisites of law were duly performed by the master and surgeon of the schooner *Eagle* of this port, on her outfit here for the African slave trade.*

Slave Certificate]

We do not see any mortality exceeded two slaves in the hundred,¹ but it appears that eight Male Slaves, about four feet four inches high, were received on board more than the legal number.

419. Collector to Board

26 January 1802

On Thursday morning last, during a most tremendous gale of wind, a stack of chimnies belonging to the Custom House, was blown down upon the roof of the Collector's office which was instantly beaten in, and the kings chest * forced nearly thro' the floor beneath, together with many official books and papers. Happily no lives were lost, but a variety of accounts which were in a state of preparation, together with many vouchers, and all the papers relative to the correspondence with your Honors were buried in the rubbish, or otherwise destroyed; this even will therefore put a stop to the correspondence, and retard the transmission of our accounts and vouchers for a considerable time to come.

420.

2 August 1806

*Refers to the recent act (46 Geo. III, cap. 119) forbidding the clearance * outward of slavers after 1st August 1806, unless they have been employed previously in the trade, by the same owner, or have been contracted for before the 10th June, 1806. Certain Commissioners appointed to prove above. Collector forwards certain certificates granted by the authorized Commissioners, but has refrained from granting clearances * thereon, it appearing to him that the vessels were not originally contracted for in the slave trade, or purchased expressly for that traffic.*

Commissioners Elames Greaves Slatham Orred and Stanistreet state that Thomas Hinde, Samuel Hinde, and Joseph Campbell, of Liverpool, merchants, owners of the Jane, make proof that they did in 1800 contract with James Smith of Lancaster, to build the Jane, that she was launched in 1801, and they intended to employ her in the West India trade for a few voyages, and then to carry slaves from the coast of Africa. She has been in the West Indian trade only, but in 1805 the owners had an intention of sending her to Africa for slaves, but it did not turn out convenient. Her tonnage 345 $\frac{5}{4}$ tons.

Similar certificate for the Royal Sovereign 419 tons, owned by W. C.

¹ The maximum number allowed by law was one for every measured ton of the vessel's burden up to 200 tons, and three for every 5 tons burden thereover. A mortality not exceeding 2 per hundred qualified the master and surgeon to the bounties of £100 and £50 respectively (29 Geo. III, cap. 66, secs. 1 and 11).

Collector to Board]

Lake and George Brim, of Liverpool, merchants, who bought her, she being a prize, and had her fitted out by Rathbone and Co. shipwrights to make her into a complete Guineaman, and then advertised her for sale in "Gores, Liverpool Paper", describing her as now fitting out for Africa, and will make a compleat ship for Bonny or Old Calabar. . . . Carries the full complement of slaves. . . . Should the above vessel not be sold in a few days, the present owners would have no objection to hold a concern, not exceeding one-half, with respectable owners, to send her to Bonny or Calabar, and to cruise a short time in the event of Commissions being issued against Prussia.

421.

11 August 1806

Acknowledges Privy Council letter of the 7th, pointing out that the Customs statistics show a great falling-off in the importation of raw cotton into London, and a great increase at the outports. Collector states that the principal cotton factories are within 60 to 80 miles of Liverpool, in the counties of Lancaster, York, Chester, Derby, Nottingham, Stafford and Flint, and there is good communication between those places and Liverpool by inland navigation. The American trade (outward, in woollens, linens, cottons, silks, iron, and steel) is chiefly from Liverpool. The return is in the shape of raw cotton—many large ships arriving each year with cotton alone. Much cotton also comes from Portugal and the West Indies. In certain years three-quarters of the British importation of raw cotton has come into the port of Liverpool: attributed solely to Liverpool's proximity to the places of manufacture.

422. In-Letter

23 April 1807

Gentlemen,

In consequence of what passed between you and us in conversation respecting the renewal of the lease of the Custom House, we herewith make you our proposals for a new lease of 21 years to commence from the 5th January 1808, of the premises you now occupy as well as the dwelling house adjoining the new warehouse in Paradise Street which may be a desirable object to you to hold with the Custom House. We have no objection to grant a lease for 31 years, provided you should think it necessary to lay out any sum of money not less than £3000 on new erections during the term of the Lease.

We are perfectly acquainted with the value of the premises at present provided they were out of lease, but as that is not the case, and there 7 years unexpired from 5 January next regulated on terms in proportion

In-Letter]

to the circumstances or receiving the rent proposed from the commencement of the new lease to be granted on the present one being given up.

We consider that the repairs of the present buildings as well as the repair attending the whole which may be erected so that they be delivered up in tenant repair at the end of the lease are to be at the charge of the lessees, as well as the payment of all lay, taxes or impositions whatever, either parochial or parliamentary that either now do or may exist whether they may be laid upon the landlord of tenant as it is fully understood that the reserved rent is to clear of every charge whatever, the ground not excepted.

In consideration of the foregoing conditions we agree to take £800 *per annum* to be paid by equal payments the first on 5th July 1808.

MORECROFT KIRKES.

WILLM. WILKINSON.

423.

14 April 1810

Gentlemen,

In answer to your letter of the 12th instant requesting to be informed whether any and what steps have been taken respecting the intended application to parliament on the part of the corporation and dock committee as to the improvement of this port and in which the proposition for the erection of a new Custom House formed a part, I have the honor of being directed to acquaint you the Common Council of this town have long been anxiously engaged in taking measures for extending the accomodation and providing the convenience so much required for the encreased commerce of this port, and they are prepared with plans (which include a new Custom House &c.), that have been maturely considered and are approved by persons of great ability and experience, and also with a draft of a bill (to enable them to carry these measures into effect) which they are desirous of submitting to parliament as early as they have any reasonable hopes of obtaining it, and they regret they have found it necessary to postpone such application this session in consequence of their unsuccessful endeavours to reconcile the jarring interests of certain individuals who possess great influence, as also the existing difference of some merchants &c. in the town, but the Common Council have reason to think that a disposition now prevails to support their measures in the parties who have thus far given them opposition, and in furtherance of this important proceeding, the gentlemen of the council are desirous of having an opportunity of exhibiting their plans, and proposals to the lords of the Treasury, the Honorable Commissioners

In-Letter]

of Customs, or to such other of H.M. Boards or Officers as may be deemed most fit and competent to form a judgement whether the plans are such as may effect the desirable purpose of affording convenience and dispatch to the general commerce of this great port, and at the same time ample and increased security to the Revenue.

I have the honor to be &c.

JOHN FOSTER.

424. Collector to Board

28 April 1810

We have not lost sight of the object pointed out to our consideration, having from that time to the present used our best endeavours to discover whether some proper building might not be obtained, suitable from situation, capacity, &c. for a Custom House, at the expiration of the lease of the present one, or whether ground proper for the erecting such a building on, might not be purchased so as to prevent the heavy rent required for a renewed lease of these premises. With this view we caused advertisements to be inserted in all the public papers here, on the subject, but we have not hitherto been able to succeed in the object of our enquiry. Several buildings in different parts of the town were offered to our notice, but on personal examination of them, we found they were either not of sufficient size to afford the accommodation requisite for the extensive, and still increasing, trade of the port, or that they were in situations at great distances from the waterside, and not capable of being made eligible for the proposed purpose. There is not any unbuilt ground within a reasonable distance of the quays, except to the westward of the docks, and immediately on the bank of the river, and the whole of this is the property of the corporation, or their leasees, and is exclusively intended for the erection of large stacks of warehouses, and other buildings connected with the improvement of the harbour. It has for some years past, been the intention of the corporation, as trustees for the docks to apply to parliament for powers to fill up the dock opposite to these premises, and to form another dock, more to the westward, in its stead, in furtherance of the proposed improvements, and the plan comprehends the erection of a range of buildings, which might be occupied as a Custom House, and other public offices, on the site of the dock so filled up, but from the opposition of clashing interests, no application is yet made to the legislature, and we now learn the idea is given up for this session, and except some new Docks are formed (and which the trade of the port has long wanted) we have not any immediate expectation of meeting with any eligible situation, but our enquiries will still be continued. . . .

425. South Seas Licence ¹

Licence granted by the Governor and Company of Merchants of Great Britain trading to the South Seas and other parts of America, and for encouraging the fishery, by virtue of the exclusive right granted them by charter, in pursuance of the act of 9th Anne, so far as the said act is not repealed by cap. 23 of 47 Geo. 3, granting to the owners of the ship *Liverpool Hero*, 186 tons, 15 men, 10 guns, Willson master, authority to trade within the seas &c. comprised within the boundaries laid down by the said charter, for 12 months, from 20th November, 1810 &c. &c.

By Order of the Court of Directors of the
above-named Governor and Company
N. Simpson
pro Secretary

426. Collector to Board

2 March 1811

*Anonymous letter received, stating that certain operatives in the cotton industry were leaving England for America. The officers detected three persons, who had taken passage on board the Hercules for the U.S.A. and were carrying certain tools of trade with them. The tools seized, the men committed for want of bail.*²

427.

30 April 1811

*The Liverpool Hero arrived from Buenos Aires on the 23rd with hides and horns. The Landing-Surveyor seized her because her licence to trade in the South Seas was not immediately forthcoming. It has since been produced.*³

¹ From 1 August 1711, the monopoly in the South Sea trade was vested in the South Sea Company (9 Ann., cap. 21).

By an act of 1806, any person illegally visiting or trading in the Company's exclusive limits was subject to the forfeiture of the vessel and all its tackle and goods, one-fourth of the seizure going to the person seizing, one-fourth to the crown, and one-half to the company (47 Geo. III, cap. 23, sec. 49).

See No. 427.

² The earlier acts forbidding the exportation of tools and utensils had been reinforced in 1781, 1782, 1784 and 1785. The Customs officer detecting any such concealment was required to seize the tools, and secure a justice's warrant to apprehend the offender, who if he could not give a satisfactory account of the intended use of the tool, should be bound (with sureties) to appear for trial. If, as in this case, sureties could not be found, he was to be committed to prison, and if convicted fined £200, and be imprisoned for 12 months and until such fine be paid (25 Geo. III, cap. 67, sec. 1).

³ See No. 425.

428. Collector to Board

4 March 1812

Reports on a memorial by Messrs. Rathbone of Liverpool, and a further memorial by the same, addressed to the Privy Council, stating that the full complement of American seamen served on board the Lydia, New York to Liverpool. Collector states he refused to admit this ship to entry because the master reported his crew as 8 Americans and 5 foreigners. Has since found this was an error, the number were 9 Americans and 4 foreigners.*

429. Petition

3 March 1812

Master of American ship Pacific to Board. States he arrived at Liverpool from New York on 27th February, with a general cargo and one passenger. Before leaving New York he warned the passenger against infringing the British Customs laws, but on arrival the officers found, concealed in the passenger's bed-clothes, a quantity of silk veils, lace, "tongue scrapers", "Roman Catholic crosses", toothpicks, necklaces, mother-of-pearl pins, toys, and "medical beans". They also found, concealed in the cargo, 129 lbs. tobacco, owned by one of the mariners. Extenuating affidavits by master, mate, and passenger.

Collector sends samples by the mail of certain goods mentioned above, for the Board's decision as to whether they are British or foreign.

430. Collector to Board

18 June 1812

Reports on petition of Messrs. Rathbone, of Liverpool, consignors of cargo per American ship Aristides from Philadelphia. Rathbones state on 25th May, 1812, that the vessel arrived "some days ago", with 385 bales cotton; 388 bales found on delivery. They excuse this by stating that at the time of lading an embargo on British goods was daily expected in the U.S.A. and the cargo was put on board within the space of 14 hours, and through this hurry an error was made in the manifest. Collector reports favourably. Most of the masters of American ships arriving recently have made similar statements as to the hurry attendant on the American shipper's attempts to elude the embargo.

431.

20 June 1812

Returns certain anonymous letters transmitted by the Board on the 15th. Mr Ford, mate of the Viper, revenue cruiser has received similar letters, copies of which are annexed.¹ Letters signed, "An enemy of Smugglers and to Smuggling". Informer refers to a seizure of watches (outward) made at Liverpool, in consequence of his information, during March, 1812. States that in 1811 he had as fellow-passenger from New York to South*

¹ Not transcribed.

Collector to Board]

America one William Dawes, a noted smuggler. Dawes was then engaged in smuggling, and told the informer that in his passage outward to Charleston he had smuggled from Liverpool a large quantity of goods, and a consignment of jams, and that he would import a quantity of watches in the same way next spring. Said watches were seized at Liverpool. Dawes, I hear, lodges in one of the squares at Liverpool. Most of the smuggled watches made by Clarke of Aldersgate, London.

Ford describes his seizure of the watches (270). Dawes produced An American protection, and stated he was an American subject.

Further information, 11th June. States Dawes [who it appears was not arrested] has another consignment ready.

Further information, 16th June. States Dawes seen in Houghton Street. He is no American, but was born near London, and has resided in London till "a few years back", was married and divorced there, and a member of a London Volunteer Corps. He was bred to the sea, but has not followed that calling for the last 15 years. He obtained his "American protection" at Charleston, paying very high for having it. I believe him to be a man capable of committing every species of villainous acts. Says Dawes has procured a number of watches from Douglas, watchmaker, Ranelagh Street. If they deny, put them to their oaths. Collector states the watches have been returned into the Exchequer for condemnation. They bear the marks of various makers.

432.

27 July 1812

*Up to present, has not refused to clear * American ships outward, as has been alleged.*

433.

2 August 1812

In pursuance of directions received through Customs secretary, 30th July, marked "immediate and secret", has directed the landing and preventive officers to detain such American vessels as, having been cleared outward, are lying in the river. Ships thus detained: Romulus Capt. Gery, for Wisconsin (?) [stated below for Boston], Minerva Capt. Cross, for Baltimore [stated below for Maryland]: Argo Capt. Peterson for Alexandria [stated below for Virginia]: Ann Capt. McLean, for New York. Also three American ships which are performing quarantine. Capt. Galloway, of H.M. Guard-Ship Princess, notified. Also received today the Board's order sent by express on the 31st July, as to embargo on all American ships. Has put additional Tidewaiters* on all such, and battened the hatches down.*

434. Collector to Board

4 August 1812

Transmits list of all American vessels in port at date of embargo.

Abigail for Virginia	Thomas Gibbons	Mary for New York
	for Savanagh	
Aurora ,,	John ,,	Ann ,,
River	George Washington for	Georgia ,,
Elsworth ,,	Rhode Island and	and Gibraltar
	New York	
Newberry- port ,,		
Argo ,,	Advance for New Orleans	Roxana for Boston
Ceres ,,	Hannah ,,	Hannah ,,
Cleopatra for Philadelphia	Fanny for New York	Europe ,,
Romp ,,	Agenoria ,,	American ,,
William ,,	Sterling ,,	Clio ,,
Ossian ,,	Orient ,,	Romulus ,,
Recovery ,,	Northern	Mariner
	Liberties ,,	for New Hampshire
Ellington ,,	Charles ,,	Anna for Charleston
Atlanta ,,	Perket ,,	Geo Washington
		for Baltimore
Jane ,,	Mohawk ,,	Merrimac ,,
Frederick ,,	Edward	Franklin for Georgia
	Barden ,,	
Ocean ,,	Tinoleon ,,	Minerva ,
and New York	Lady	for Maryland
	Gallaten ,,	Jane for N. Carolina

All the above ships had been previously furnished with licences¹ to carry cargoes to the U.S.A. The Collector released them, and they were allowed to proceed on their voyages, but the three ships mentioned below, not being furnished with such licences,¹ were kept under detention :

Grace for Gothenburg, with tobacco and salt. Lewis, from Smyrna [had delivered her cargo], Rover from Sicily, with brimstone.

435.

6 August 1812

Has reduced the number of special watchmen, employed in guarding the tobacco warehouses at night, from 13 to 6. Period of this special guard : 24th September 1811 to date. Necessary, on account of the depredations committed during the late winter and spring, on houses, counting houses, shops, and ships, in this town. Some of the " tobacco thieves " were committed at the last Lancaster assizes, and part of the same gang at the Liverpool midsummer sessions. Warrants are out against one Murphy, their principal leader, for robbing a ship, but who has fled.

¹ Granted under Order-in-Council, 1 August 1812.

436. Collector to Board

8 August 1812

Encloses list of port charges, tonnage and anchorage dues &c. on Portuguese and British ships respectively, on their arrival from foreign (calculated for ships of 200 tons).

Portuguese	£	s.	d.
Dock dues—in and out from and to Portugal	14	3	4
" " " " Brazil	20	16	8
Surcharge (due to the Corporation of Liverpool)		1	6
Tonnage from and to Portugal	20	0	0
" " " Brazil	20	0	0
Light dues from and to Portugal	16	13	4
" " " Brazil	13	6	8
Pilotage. 5s. 6d. to 12s. 6d. each foot of vessel's draught according to distance conducted			

British	£	s.	d.
Dock dues in and out &c. Portugal	14	13	4
" " Brazil	20	16	8
Anchorage		1	3
Tonnage dues in and out &c. Portugal	20	0	0
" " Brazil	20	0	0
Light dues " Portugal	8	6	8
" " Brazil	6	13	4
Pilotage: as with Portuguese vessels.			

437.

21 August 1812

Reports on memorial of Abraham Garnett. Loaded the brig Harriet (British) with salt, earthenware, sacking, copperas, and porter for City Point in Virginia, conceiving that the recent repeal of the Orders in Council would free intercourse with the U.S.A. War now declared, and he desires to reland the goods, and receive back the export duties paid.

438.

10 September 1812

Transmits a licence, granted to the American ship Phillipsburgh, on 28th April 1812, empowering her to bring a cargo of hemp, tallow, bar iron &c. from Archangel to Liverpool.¹ These goods have been landed, and the merchants concerned, Messrs. Ogden, Richards, and Selden, desire to export a cargo in the Phillipsburgh from Liverpool to the U.S.A.

¹ Unless specially licensed American ships could bring to England only such goods as were American produce, and direct from an American port.

439. Collector to Board

12 September 1812

Transmits similar application as to the American ship Powhattan.

440.

16 September 1812

Reports on application of Tobias and Co. watchmakers, Liverpool. They state they shipped certain packets of watches by an American ship, sailing under licence for New York. The master forgot to enter them, and they were seized on board by the Commander of the Viper¹ revenue cruiser.* They ask that the goods be released, there being no attempt at fraud. Collector reports that if the Board release the goods the detaining officers consider themselves entitled to a "satisfaction"² of £200.*

441.

26 September 1812

Reports on application of F. F. Gossier, French emigré, addressed to Treasury. Gossier states he has been tutor to Lord Arundel's son, then to Lord Fingal's son in Ireland, and is now returning to England to dwell with his first pupil, The Honourable Mr. Arundel. When first he quitted France he had to leave a valuable library behind. Since then he has bought in the most creditable shops of Scotland and England, many books in various languages. He took these to Dublin when he first visited Ireland, thinking that on account of the political Union of the two kingdoms there would be no duty on them, and the Irish officers passed them duty free. When he returned he shipped them for Liverpool, addressed to the Honourable Everard Arundel, Aylesbury, Bucks. The Liverpool officers have detained them, and ask for about £40 duty on them. Applicant writes from "Lilies, Sylesbury" 26th August, 1812. Lord Fingal certifies to facts from Killeen Castle, 2nd September, 1812. Lord Arundel certifies from Wardour Castle, 10th September 1812, describing himself as for many years the Rev. F. F. Gossier's most intimate friend.

Collector refers to a Board's order on this matter, dated 28th July, 1812, which states that the duty on such of the books as are foreign cannot be dispensed with.

¹ A small revenue cruiser of 28 tons, patrolling from Anglesey to St. Bees.

² There was statutory provision (51 Geo. III, cap. 71) to extend to the outports the extinction of fees that had already been effected in London. It was known that moves were even now in contemplation which should make a final settlement in the matter. In fact the terms of this settlement were communicated to the outports by the Board's letter of 17 December 1812. (See Nos. 448-50.) With the extinction of fees, the officers could be understood if they held out for their entitlements to seizure awards. In this letter the Collector was, in effect, reminding the Board that they, for their part, could forego the crown moiety of the seizure, but could not (at least in equity) forego the share of the seizing officer(s).

442. Collector to Board

8 October 1812

*Several British subjects are anxious to go to the U.S.A. in the American ships Phillipsburgh and Powhattan, which vessels have now been granted licences by the Secretary of State to carry thither cargoes of British manufactured goods. Several of the applicants are females. Although the applicants are not seamen, operatives, or artificers, the Collector is doubtful, and asks Board's directions.*¹

443.

8 October 1812

Reports on application of Samuel Johnston, Junior for Cropper, Benson & Co. Johnston [evidently a Quaker] begins his memorial with Respected Friend, and states that the firm has under special licence imported into Liverpool, from Archangel, a cargo of hemp, tallow, bar iron, &c. in the American ship Mount Vernon. They wish to send the iron to America.

*Collector asks Board's directions, bar iron being considered "a naval store".*²

444.

22 October 1812

The cargoes of the ships Phoenix from New York and Agenoria from New Orleans have not agreed with reports. Master of Phoenix declares his cargo was shipped day and night in the course of about 48 hours, an embargo being expected. Master of Agenoria says he took charge in America, the previous master and crew having left the ship.

445.

23 October 1812

Has received a letter from Secretary of State, with regard to passengers embarking for the U.S.A. on the American ship Tontine, which lately arrived at Liverpool as a cartel ship. They may go if they are not operatives,³ artificers, or sailors. The passengers, Mr. Norman Stewart, Mrs. Catherine Wood and her daughters Elizabeth and Robina, are all British subjects.

¹ The intention of the law in such a case as this was perfectly clear; what was not very clear was how exactly to proceed to put it into effect. Any person "contracting or enticing" a "manufacturer or artificer" out of the realm was to be apprehended upon complaint on oath before a justice. If a manufacturer or artificer went of his own free will, he was required to return this Realm within six months, "after warning given", and if he did not so return he was in effect outlawed ("out of the King's protection"). If any such person is preparing "to leave the Kingdom" a justice's warrant could be obtained, but the Collector of Customs probably felt that the evidence was not clear enough for him to "complain on oath before a justice". See No. 426n.

² The crown's power to prohibit the exportation of bar-iron as a "naval store" was contained in the act of 1793 (33 Geo. III, cap. 2, sec. 1).

³ See No. 442n.

446. Collector to Board

5 December 1812

Report on a memorial from the Common Council of Liverpool, praying that the Treasury will lend them £30000 towards the completion of their new tobacco warehouse. Collector states the walls are but half completed, there being a lack of funds. The Customs at present have a tobacco warehouse, held under a lease from the corporation. This is not large enough, and will be given up on completion of the new building. Has had to hire temporary warehouses at a cost of more than £5000 per annum, and to employ officers specially to guard them. It would be a great advantage to have all the bonded tobacco under one roof.

447.

15 December 1812

On memorial of Court Diggles [? Court and Diggles] merchants, to Treasury, as to schooner Speculator, lately arrived at Liverpool with cotton, &c. from New York. Memorialists state the vessel was formerly a prize to H.M.S. Gladiator, and is now British owned and registered. In August one Lowden, a British subject, sent her under Swedish colours to New York, to bring home his property. He accompanied her. She cleared at New York for Gothenburg, with Swedish papers (all simulated) to avoid the hostility of the American laws. Instead of going to Sweden she of course came to Liverpool, and the Collector there refused her entry* on account of the alleged illegality of the voyage. Therefore she had to report as bound for Sweden. Memorialists urge that by the act of 1803,¹ cotton wool² may be imported from any place in ships of friendly nation. (1) Therefore if the Speculator had been a bona fide Swede, the law would have allowed unshipment of the part of her cargo consisting of raw cotton. May not a British ship have equal advantages? There is great danger to British property in the U.S.A. and no way of saving such property except by simulating a neutral flag.*

Collector states the ship is British owned and registered, but navigation by a Swedish master, with 4 Swedes and 1 German as mariners.

448. Board to Collector

17 December 1812

THE Lords Commissioners of His Majesty's Treasury having been pleased, in virtue of the powers vested in their lordships by the act of the 51st Geo. III. cap. 71 to extend the provisions of that act, touching the abolition of fees to the several out-ports in England and Wales:³

¹ The reference is to the act 43 Geo. III, cap. 153, sec. 13.

² I.e. raw cotton.

³ In 1806 an act was passed abolishing the main fees in the port of London, regularizing the attendance of officers, and extinguishing certain of the customary holidays (46 Geo. III, cap. 82). The reform was later extended to the outports

Board to Collector]

Herewith you will also receive forms of the advertisement and Notices Nos. 1 and 2, which have been prepared by our direction, in consequence of their lordships commands ; and we direct you to cause the advertisement, No. 1, to be published three times in the country newspapers, and both the notices to be painted on several offices, and in the other most public parts of the Custom House at your port, and in the watch and boat house there, for the information of all parties concerned, and to the end that the several officers and clerks may be warned of the punishment to which they will subject themselves in case they shall be found guilty of any breach of the law and of their lordships orders.

449. PUBLIC NOTICES

NOTICE 1

CUSTOM HOUSE, LONDON,

17 December 1812

By the Commissioners for managing and causing to be levied and collected His Majesty's Customs.

THE Commissioners agreeably to the directions which have been received from the Lords Commissioners of His Majesty's Treasury, do hereby give notice to all Merchants, Traders, Brokers, Agents and others whom it may concern, that in pursuance of the Authority vested in the said Lords Commissioners of His Majesty's Treasury by an Act passed in the 51st Year of His Majesty's Reign, intituled "An Act for the abolition and regulation of certain Offices in the Customs", the said Lords Commissioners in pursuance of the Authority vested in them, have deemed it expedient to extend from and after the 5th day of January, 1813, all the Powers and Authorities, Rules, Regulations and Restrictions, Penalties and Forfeitures, of the said Act, to the several Out-ports in England and Wales and to the Officers, Clerks and other Persons employed in the Service of the Customs at the said Ports, and the said Lords Commissioners have given Notice thereof in the London Gazette three several times as directed by the said Act.

And the said Commissioners of His Majesty's Customs, do hereby give (47 Geo. III, cap. 51). Although the acts of 1806 and 1807 abolished certain *fees*, they did not specifically extinguish the particular *offices* out of which these fees derived and which were in effect the title to them. In 1811 the redundant offices themselves were extinguished, and by the act 51 Geo. III, cap. 71, the statute quoted above, the officials in post were declared to be the servants of the Commissioners, as distinct from the deputies of their patent principals ; public attendance was arranged, public holidays regulated, and all fees forbidden except as statutorily provided for.

Public Notices]

further Notice that according to the provisions of the said Act no Fee, Perquisite, Gratuity, or Reward, whether pecuniary or of any other sort or description whatever, can after the said 5th day of January, 1813, be legally required, taken or received by any Officer, Clerk or other Person, executing or performing or assisting in the execution or performance of any of the Duties or acting in any Office or Employment in or belonging to His Majesty's Customs at any of the said Ports, for any Service, Act, Duty, Matter or Thing, done or performed, or to be done or performed, by any or either of such Officers, Clerks or other Persons, on account of or relating to any such Office or Employment except as therein is provided. And if any such Officer, Clerk or other Person, shall at any time after the said 5th of January, 1813, require, take or receive, any Fee, Perquisite, Gratuity or Reward, whether Pecuniary or of any other sort or description whatever, either directly or indirectly except as therein is provided, contrary to the true intent and meaning of the said Act, on account of or relating to any such Office or Employment, or for any Service, Act, Duty, Matter or Thing, done or performed or to be done or performed, either therein or in the performance of execution of any Orders or directions he may have received from the said Commissioners, though the same shall be freely offered or given, every such Officer, Clerk, or other Person so offending, will on proof thereof to the satisfaction, of the said Commissioners, be for the first Offence peremptorily Dismissed from his Office or Employment in pursuance of the directions of the said Act, and be rendered incapable of ever again holding or executing or acting in any Office or Employment in the Service of His Majesty's Customs or Excise.

By Order of the Commissioners,
H. Richmond,
Secretary.

450.

NOTICE 2

CUSTOM HOUSE, LONDON,
17 December 1812

THE Commissioners of His Majesty's Customs agreeable to Directions which have been received from the Lords Commissioners of His Majesty's Treasury, do hereby give Notice, that the several Officers, Clerks, and other Persons employed in the Service of the Customs, at the several Out-ports in England and Wales, are required, unless prevented by Sickness or other unavoidable Cause, duly and regularly to attend at the respective Offices and Places where their Duty is or shall be directed

Public Notices]

to be executed and performed at the times prescribed by Law, and that all such Officers, Clerks, and other Persons are to give every facility, dispatch and accommodation to Merchants, Traders and others that the faithful discharge of their respective Duties will permit, and the said Commissioners agreeably to Directions received aforesaid, do hereby further give notice that in case any improper delay, wilful neglect, or any other misconduct in any of the said Officers and Persons shall be made appear to the said Commissioners, they will take such measures as may be deemed fit, under the circumstances of the case, to punish any such Officers or Persons, either by censure, suspension or dismissal, as the case on full investigation may appear to deserve, in order that the Business of the Customs may be regularly conducted at the several Out-ports and in such manner as to furnish no just cause of Complaint from Merchants, Traders or others, who may have Business to transact at the Custom-Houses there respectively.

By Order of the Commissioners,
H. Richmond,
Secretary.

451. Collector to Board

28 December 1812

American ship Minerva arrives as cartel ship from New York with passengers.

452.

9 January 1813

It is with much deference and reluctance we bring the subject once more under Your Honor's consideration, but the circumstances are such, that we consider it our bounden duty to do so, and in that view we beg to state to you, that altho' the Corporation may under the late act carry into execution their intention of building a Custom House, yet we venture to state that it is not in the power of possibilities to erect a Custom House within two years, on the spot where it is proposed, and the present lease expires in January 1815. If Your Honors will be pleased to advert to the plan of the intended improvements and additions to the docks, you will observe that the proposed Custom House is to be built with other offices forming a great plan and pile of building, in the front of what is now the Old Dock, which comprises a space of upwards of three acres and a half, and the whole of that space is to be filled up. But before that immense work can be begun upon, there must be at least an equal capacity of dock room provided in some other situation for the reception of the trade, but the grand material point is the want of funds under the present state of the commerce of this port, and altho we have been given

Collector to Board]

to understand that application has been made to government requesting a pecuniary aid of fifty or sixty thousand pounds, yet was that complied with the trustees of the docks are bound by law to lay out one third part of the sums they may receive in the formation of the southernmost of the two docks which are to be made to the northward of this House, and therefore it would scarcely be possible, even were they to proceed immediately, that any steps can be taken to fill up the Old Dock for several years to come, and we are humbly of opinion that in case the buildings were to go on from this time, and that their fund were ample for the purpose, it would not be possible that they could be finished for many years. Thus far the possibilities of erecting the proposed Custom House ; we have now to submit to your consideration the state in which we now stand. We have already noted to your Honors that the present lease of these premises expires in January 1815, the proprietor of this building demands £800 *per annum* for a renewal of the term, and that increased rental to commence immediately, that the terms were agreed to. This proposal your Honors considered exorbitant and therefore refused to comply with, but even was the present building continued as a Custom House, it is in that state that considerable repairs are most absolutely necessary, and not only that but in fact, there is not capacity in the place itself without a very large sum being laid out to barely accomodate the encreased number of officers. We beg to assure Your Honours that it is not our own individual comfort at the office we have in view, for we can fairly assert that scarcely in any port of importance as to its business can a Collector or Comptroller * have less personal accomodation and we are under the necessity of representing to your Honors that there is not any building whatever to be procured, nor even existing, that can afford room for the establishment, but the American Hotel.

We have felt it our duty to submit these observations by return of the post, that your Honours may be forthwith apprised of all circumstances in our power, more especially as we expect every day to be called upon for a decisive determination as to the hotel.

453.

16 January 1813

Has "communicated" the draft of the mortgage deed to the corporation, and now returns it with their approval endorsed. The warehouse is being erected on lands acquired by the corporation through embanking the Mersey, but it does not appear that they hold any deeds or documents establishing their title, but Sec. 7 of the Liverpool Harbour Act (1785)¹ reserves the land to them. The corporation desire that the money should be advanced out of the "Growing² receipt" of Customs at the port.

¹ 25 Geo. III, cap. 15.

² See No. 278n.

Collector to Board]

Copy of endorsement annexed.¹ Also a letter from Mr. Forster [the corporation secretary], as to the title of the corporation to the site. The Corporation are owners of the port, are lords of the manor of Liverpool, and have consequently from time immemorial owned, enjoyed, and granted leases of, the wastelands and strands of the river Mersey. The piece of land upon which the Tobacco Warehouse stands was erected by the corporation from the said strand, and is secured to them by a clause in the act which authorised the erecting the King's Docks.

454.

26 January 1813

With some slight alterations, the "American Hotel" will be suitable as a temporary Custom House.

455.

26 January 1813

The corporation seal has been affixed to the document for securing repayment of the loan of £30,000 towards completing the tobacco warehouse, and the corporation are desirous of receiving the money.

456.

8 February 1813

Landlord of present Custom House declines to release the crown from the lease unless he receives the full rent up to 1815. Proprietors of American Hotel anxious to know the Board's wishes.

457.

13 February 1813

The ships Catherine and Adolphus have loaded at Liverpool, ostensibly for Brazil, and shipped as part cargo a quantity of iron wire, made up in coils, and packed in soldered tin cases.² This has been entered as "wrought iron". The destination of the ships has recently been changed to Boston U.S.A. and licences have been produced authorizing them to proceed thither. The vessels are described in the licences as Swedish, navigated by Swedes, and the permission to export is confined to one, Breed, merchant of Liverpool. The vessels are not Swedish, but American built. They are owned by Breed, but the goods are entered by Ellis and McNeill, whose names do not appear in the licences. There is strong ground for suspecting that the wire is to be used in completing² carding machines. Sample sent, and Collector states he will not clear the vessels till he gets a Privy Council Order.*

¹ Not transcribed.

² See No. 282n.

458. Collector to Board

20 February 1813

Transmits memorial¹ of Smith and Co. Owners of the Diana, loading at Liverpool with British manufactured goods for Nova Scotia. Messrs. Hobson & Bolton shipped as per entry certain packages of hardware; but the searchers found concealed in these a number of swords and dirks, a quantity of watch dials, a turner's lathe, and a machine for rolling metal.² Applicants disclaim responsibility. Ship detained.*

A petition from the actual exporters, Messrs. Holy and Tuckley, merchants, of Sheffield (Hobson and Bolton agents) that they have frequently exported quantities of hardware to Nova Scotia and large quantities to the U.S.A. Knew an Order in Council was necessary to export arms, rolling machines &c. to the U.S.A., but not that it was requisite in the case of Nova Scotia. Hope the Board will let them export the legal goods, and will restore the illegal portion on payment of a "satisfaction" to the seizers.

¹ Not transcribed.

² Although the act of 1786 now permitted the exportation of certain classes of tools, machines for rolling metal were excepted, and lathes were prohibited to be exported to any part beyond the seas except Ireland (26 Geo. III, cap. 80 and cap. 89).

GLOSSARY

- Act of Frauds : the act of 1662 which codified Customs practice (14 Car. II, cap. 11—" 13 and 14 " in Ruffhead). It was not repealed until the consolidation of 1825 (6 Geo. IV, cap. 105, sec. 19).
- Ages and capacities : an annual return rendered by the principal officer of the port (i.e. the Collector) to the Board in London, declaring the " age and capacity " of each established member of the staff.
- Bond : a legal instrument binding the principal and his surety (or sureties) jointly and severally in a certain penalty to secure a specified payment (or service), usually the delayed payment of duty on certain goods released in advance of such payment.
- Bonded warehouse : a place of security, held under joint (i.e. merchant's and Customs') locks, in which to store dutiable goods, pending the payment of duty, secured in the meantime by the bond of the warehouse-keeper.
- Burning house : see " King's pipe ".
- Capacities : see " Ages and capacities ".
- Capias : a writ, directed usually to the sheriff, against a person not in custody against whom an indictment has been found.
- Clear (" clear out ") : to complete the outward Customs formalities and depart.
- Clearance : the act of clearing any vessel or goods through the Customs, or the form itself certifying such clearance.
- Coast-bond : certain goods were liable to export duty if shipped abroad, but not if shipped coastwise to another part of Great Britain. A coast-bond was an instrument which bound the master of a vessel (under certain penalties) not to carry abroad goods that had been allowed to be shipped free of duty upon a declaration that they were proceeding to another part of Great Britain.
- Coast-cocket : a form of clearance in respect of goods in the coastwise trade.
- Coast-Waiter : a Customs official who examined vessels and goods dutiable and free in the coastwise trade.
- Cocket (coquet, cokett) : from *quo quietus est* (= " by which he is cleared " : " by which it is discharged "), the closing words of the form of certificate by which something or someone is cleared. In the eighteenth century, the form by which the Customs authenticated a particular transaction.
- Collector : the principal Customs official in charge of a port, including its creeks.
- Comptroller : anciently, the keeper of the Counter-roll by reference to which the Collector's roll was checked in the Exchequer. In the eighteenth century an official who, although otherwise subordinate to the Collector, had joint responsibility with him for the cash and accounts of the port.
- Creek : a place within the limits (*q.v.*) of a port, at which overseas trade or dutiable coastwise traffic could *not* take place, except by specific permission or sufferance (*q.v.*).
- Cruiser : in the late eighteenth century " revenue cruiser " was a generic term denoting any of the revenue anti-smuggling craft, of whatever rig.

- Customer : the titular Collector in the head-port (*q.v.*), the terms of whose patent embraced in the head-port and member-ports (*q.v.*) both the duties of the modern Collector (who was his deputy) and also those of the deputy Customer who had special responsibility for certain head-office returns and also a special concern with the coastwise trade.
- Cutter : a vessel or rig (unlike the modern cutter-rig, in that the eighteenth century cutter carried additionally a square topsail) very much developed by the Revenue service because it was free of the legal limitation as to the length of the bowsprit.
- Debenture : a certificate for "drawing back" the duty of Customs or of Excise (or a proportion of the duty) in respect of goods shipped abroad (9 Ann., cap. 23, sec. 23) ; so called because it was a first charge upon the gross receipts of the duty.
- Debenture goods : goods already "entered" (*q.v.*) for exportation, upon which a debenture would be due.
- Deputies : officers actually performing the duties on behalf of the patent principals (*q.v.*).
- Drawback : the duty (or the proportion of the duty) assessed and paid at importation, but "drawn back" or due to be refunded to the exporter, upon the exportation of the goods.
- Enter : to declare in legal form, e.g. the vessel or goods, inwards or outwards.
- Entry : the form or instrument upon which vessels or goods are legally declared.
- Establishment : the permanent staff of the port. Sometimes the fund chargeable on the civil list.
- Exchequer Commission : a commission out of the Court of Exchequer which (for this present purpose) appoints the "limits of a port" or a "legal quay".
- Farming : letting the collection of the Customs to lease. Finally discontinued in England in 1671, in the Isle of Man in 1765.
- Flatt : a flat and shallow vessel used almost exclusively in estuarial or inland navigation.
- Gauger : in the Customs, an officer engaged on gauging duties. In the Excise (especially in the eighteenth century) it was a generic term used—perhaps somewhat disdainfully—to denote all Excise officers.
- Gauging : exact computation. In the eighteenth century the principal articles gauged in the Customs were : spirits and wine (and to a lesser extent timber) ; in the Excise : spirits, wine, beer, malt, tallow, glass, bricks, etc.
- Head-port : the port which anciently accounted direct to the Exchequer in respect of itself and the member-ports (*q.v.*) included within its limits, the principal officials of which (the Collector or Customer, the Comptroller and the Searcher, *qq.v.*) in the eighteenth century continued to be appointed by royal letter patent in terms that gave them authority over the like officers in the member-ports—and hence whose functions in the member-ports were executed by their own deputies.
- Head-rod : a gauging instrument between three and four feet long. It is a combined calliper and slide-rule, for measuring the diameter of the heads of casks ; for calculating the capacity from the ascertained dimensions ; for computing the quantity of liquid contained in a cask (or other vessel) when the vessel is less than full ; and for computing proof quantities.
- Hulk : a moored craft, e.g. used to secure observance of quarantine.

- King's pipe : the place for destroying goods legally liable to duty upon landing but now found to be not worth duty involved (e.g. damaged tobacco) ; and other goods in fact brought in but the importation of which is prohibited ; and which are now forfeit and due to be destroyed (e.g. indecent literature).
- King's warehouse : a place of security set apart—usually in the lower part of the Custom House—to store goods which are under seizure detention or condemnation, or which by forfeiture or abandonment have become the property of the crown.
- Land-Surveyor : an officer in charge of the Land-Waiters (*q.v.*).
- Land-Waiter : the officer who superintends the lading and unloading of all goods imported or exported, until they have passed through official control.
- Lawful quay : see " Legal quay ".
- Legal quay : a quay wharf dock or other place, specifically appointed in an Exchequer commission (in a Treasury warrant after 1853) to be a place at which overseas trade may be lawfully transacted.
- Limits : the delimited extent of a port, declared (until 1853) by commission out of the Court of Exchequer, within which (seawards) bulk could not legally be broken nor any goods unshipped except under Customs control, and beyond which (landwards) no transaction was permitted except by sufferance (*q.v.*). By the eighteenth century, the whole of the tidal shore of the country fell within the limits of one port or another, whose various limits were (at least in theory) fully contiguous.
- Long Room : the principal public room in a Custom House, in which the main public business is transacted.
- Member-port : a port which in the eighteenth century, although accounting direct to the Receiver-General (*q.v.*), had its principal officers, the Collector, Comptroller and Searcher (*qq.v.*), appointed to it on the nomination of the patent Customer Comptroller and Searcher of its respective head-port (*q.v.*).
- Noon-tender : a watcher engaged (until 1804) to prevent the landing or removal of goods while the proper officer is temporarily absent (originally at the noon-break).
- Over-entries : instruments certifying that certain items of goods had been declared, assessed, or entered (*q.v.*) in excess, and that a refund of duty was due.
- Patentee : the person holding a post by patent from the crown, and usually (in the eighteenth century) executing the post by deputy (*q.v.*), but who from the accruing fees was responsible to employ and pay sufficient " clerks " to perform the business.
- Pipe : see " King's pipe ".
- Plantation certificate : an instrument prepared under the navigation laws, certifying either that the ship was of plantation or colonial build or ownership, or that the goods were of plantation or colonial growth produce or origin.
- Portage : an allowance paid by the Customs to the master of a vessel for having made correct declarations as to his cargo and stores.
- Prisage : originally a prerogative due, whereby wines imported by nationals and taken out of a ship were liable to a form of purvey to the crown's use. For a statement of the eighteenth century position and practice see H. Crouch, *Complete Guide to the Officer of H.M. Customs in the Outports* (1732), pp. 321-6.

- Quarter book : a form of return, due from Collectors to the head-office each Lady Day, Midsummer, Michaelmas and Christmas.
- Receiver-General : the official in London to whom all receipts of duty in the outports were required to be remitted.
- Register : properly "certificate of registry", a certified declaration (duly registered in its proper Custom House) carried by the master "for the navigation of the vessel"; attesting that the vessel was British and qualified to engage in the trade reserved by the navigation laws to British registered vessels.
- Riding Officer : one whose duty was to ride the country parallel to the coast, up to about 10 miles inland, to combat smuggling.
- Searcher : an indoor officer who did not search either ships or passengers, but who exercised general authority over goods for exportation and vessels clearing for foreign. He was appointed originally in 1299 under the currency provisions, to prevent the exportation of good currency and the importation of bad.
- Sufferance : a general or particular authority allowing foreign trade at a quay wharf or other place, not properly authorized for such trade by commission out of the Court of Exchequer.
- Surveyor : Land-Surveyor or Tide-Surveyor (*qq.v.*).
- Tidesman : see Tide-Waiter.
- Tide-Surveyor : the officer in charge of the Tide-Waiters.
- Tide-Waiter : the officer who met a vessel "on the tide" to secure that she "came to" at an approved place, and that all her cargo was discharged into the custody of the Land-Waiters (*q.v.*). In the export trade he had to secure that drawback and debenture goods (*qq.v.*) were not relanded after their shipment had been certified for purposes of repayment of duty.
- Ullage : the quantity of spirits, wine, etc., in a cask, barrel, hogshead, butt etc., when such vessel is less than full. (Sometimes—less correctly—taken to be the quantity by which the vessel is short of being full.)
- Waiter : Landing-Waiter, Tide-Waiter or Coast-Waiter (*qq.v.*).

TABLE OF STATUTES

1266	51 Hen. III, stat. 5, vi	Statute of the Exchequer	<i>page</i> xii
1275	3 Edw. I, cap. 4	Wreck	No. 232
1300	28 Edw. I, <i>artic sup.</i> <i>cart.</i> , cap. 2	Prisage of wine	149
1350	25 Edw. III, cap. 21	Prisage of wine	149
1369	43 Edw. III, cap. 3	Prisage of wine	149
1399	1 Hen. IV, cap. 13	The principal officers of Customs	<i>page</i> xiv
1402	4 Hen. IV, cap. 20	The principal officers of Customs	xiv
1553	7 Edw. VI, cap. 1	Accounting the Customs revenue	xiv
1558	1 Eliz. I, cap. 11	Assessment and collection of Customs	xv
1660	12 Car. II, cap. 4	Tonnage and poundage	No. 354, 378
1660	12 Car. II, cap. 23	Excise duties	73, 181
1660	12 Car. II, cap. 24	Abolition of certain tenures	73, 181
1662	14 Car. II, cap. 11	Act of Frauds	116, 258
1695	7-8 Will. III, cap. 22	Plantation Act of Frauds	185, 324
1700	12-13 Will. III, cap. 10	Parliamentary elections	10
1705	4-5 Anne, cap. 20 ¹	Light dues	67
1706	5 ² Anne, cap. 27	Definition of liquid measure	8
1709	8 Anne, cap. 4 ³	Estuarial limits (Forth)	361
1709	8 Anne, cap. 17	Light dues	67
1710	9 Anne, cap. 11 ⁴	General Post Office	393
1710	9 Anne, cap. 21 ⁵	South Sea Company	425
1711	10 Anne, cap. 19 ⁶	Duty on printed fabrics	350
1712	12 Anne, cap. 16 ⁷	Sail-cloth duty	154, 209
1713	12 Anne, ⁸ stat. 2, ⁸ cap. 9	Duty on printed fabrics	350
1713	13 Anne, cap. 20 ⁹	Duty on coal carried coastwise	115
1718	5 Geo. I, cap. 11	Smuggling—various measures against	75, 232, 350
1718	5 Geo. I, cap. 27	Artificers proceeding abroad	96
1721	8 Geo. I, cap. 14	Port of Ellenfoot (Maryport)	361
1721	8 Geo. I, cap. 18	Smuggling—forfeiture of "cattle" carriages, etc.	233

¹ Now numbered "cap. 7" in the *Chronological Table of all the Statutes*.

² Now numbered "6" Anne.

³ Numbered "8" in Ruffhead.

⁴ Numbered "10" in Ruffhead.

⁵ Now numbered "cap. 15".

⁶ Numbered "26" in Ruffhead.

⁷ Now numbered "cap. 12".

⁸ Now numbered "13 Anne, cap. 18".

⁹ Now numbered "cap. 24".

1722	9 Geo. I, cap. 21	Bonding of additional tobacco duty	No. 354
1724	11 Geo. I, cap. 30	Rummage of ships by officers of Excise	73
1725	12 Geo. I, cap. 28	Smuggling—prosecution of forfeit goods	75
1726	1 Geo. II, cap. 1	Demise of crown—Customs duties regranted	88
1730	4 Geo. II, cap. 18	Mediterranean passes	241
1730	4 Geo. II, cap. 29	Exportation of gunpowder to Africa	290
1731	5 Geo. II, cap. 12	Ascertainment of the price of corn	293
1731	5 Geo. II, cap. 28	Greenland fishery	222
1732	6 Geo. II, cap. 33	Greenland fishery	222
1735	9 Geo. II, cap. 37	Stamping of sail-cloth	154, 209
1738	12 Geo. II, cap. 21	Shipment of wool	165
1741	15–16 Geo. II, cap. 31	Plantation trade	324
1747	21 Geo. II, cap. 2	Bonding of additional tobacco duty	354
1748	22 Geo. II, cap. 45	Whale fishery	222
1749	23 Geo. II, cap. 13	Exportation of weaving etc. machinery and tools	282
1750	24 Geo. II, cap. 41	Smuggling—minimum sizes of packages	339
1753	26 Geo. II, cap. 13	Tobacco trade	299
1761	2 Geo. III, cap. 68	Liverpool Improvement (local act)	228
1765	5 Geo. III, cap. 12	American Stamp Act	239
1765	5 Geo. III, cap. 25	Sea-borne letters and General Post Office	393
1765	5 Geo. III, cap. 26	Isle of Man—revestment	198, 229
1765	5 Geo. III, cap. 27	Smuggling—minimum sizes of packages	396
1765	5 Geo. III, cap. 30	Africa—export trade	247
1765	5 Geo. III, cap. 31	Northern whale fishery	381
1765	5 Geo. III, cap. 39	Isle of Man—control of trade after revestment	247
1765	5 Geo. III, cap. 43	Smuggling—minimum size of packages (Isle of Man)	232, 396
1766	7 Geo. III, cap. 45	Isle of Man—regulating trade after revestment	389
1774	14 Geo. III, cap. 64	Ascertainment of the price of corn	293
1775	16 Geo. III, cap. 5	Revolted colonies in America	298
1775	16 Geo. III, cap. 47	Southern whale fishery	381
1778	19 Geo. III, cap. 69	Smuggling—minimum size of packages	396
1779	20 Geo. III, cap. 54	Public Accounts Commission	371
1781	22 Geo. III, cap. 41	Disfranchisement	10
1783	23 Geo. III, cap. 39	Trade with America	404
1784	24 Geo. III, stat. 2, cap. 40	Exportation of (stamped) printed fabrics	350–1
1785	25 Geo. III, cap. 15	Liverpool harbour	364
1785	25 Geo. III, cap. 65	Fisheries	414
1785	25 Geo. III, cap. 67	Exportation of tools of trade	426
1786	26 Geo. III, cap. 60	General registry of British ships	165, 185, 375
1786	26 Geo. III, cap. 73	Smuggling—minimum size of packages	405, 413
1786	26 Geo. III, cap. 80	Exportation of tools of trade	458
1786	26 Geo. III, cap. 89	Exportation of tools of trade	458

TABLE OF STATUTES

175

1787	27 Geo. III, cap. 13	Consolidation of Customs duties	No. 378
1787	28 Geo. III, cap. 5	Trade with America	404
1787	28 Geo. III, cap. 54	Slave trade	407, 412
1789	29 Geo. III, cap. 66	Slave trade	418
1789	29 Geo. III, cap. 68	Regulating the tobacco trade	417
1790	31 Geo. III, cap. 30	Importation of corn	410
1792	33 Geo. III, cap. 2	Exportation of naval stores	443
1806	46 Geo. III, cap. 82	Port of London—fees of office	449
1806	46 Geo. III, cap. 119	Slave trade	420
1806	47 Geo. III, stat. 1, cap. 23	South Sea Company	425
1806	47 Geo. III, stat. 1, cap. 51	Outports—fees of office	449
1809	49 Geo. III, cap. 98	Abolition of prisage—England	149
1811	51 Geo. III, cap. 51	Abolition of prisage—Ireland	149
1811	51 Geo. III, cap. 71	Outport—fees of office	440, 448–9
1867	31–2 Vic. cap. 73	Revenue officers' franchise disabilities	10
1874	37–8 Vic. cap. 22	Revenue officers' disfranchisement—removal	10
1932	22–23 Geo. V, cap. 8	Import duties	260

INDEX

(Roman figures refer to the serial number of the items. An asterisk (*) indicates that the term is referred to in the glossary.)

- Abbey Burn, 383
- Abbott, Mr., 181
- Accounts, port, 14, 23, 24, 35, 72, 142, 164, 175, 199, 230, 278, 340, 419
- Act of Frauds,* 116, 258
- Admiralty, Board of, 71, 182, 296, 298-9
 - Court of, 217, 301-2, 309
 - cruisers, 248, 263, 383, 385, 409
- Africa trade, 150, 247, 266, 271, 290, 316, 348 (see also "Trade, with —")
- Ages and capacities,* 8
- Akers, J., 397
- Alcock, John, 347
- Aldersey, A., 212
- Aldersey, Richard, 146, 164, 165
- Alehouse (wife's), 143
- Alexander, Charles & Co., 373
- Allcock, Edward, 262
- Allen, Rossendale, 369
- Anchorage dues, 436
- Anderson, Robert, 367
- Andsell, Thomas, 263
- Antiqua custuma*, ix
- Apprentices, 381, 403
- Apsless, Charles, 403
- Arack, 73
- Arms, 28, 86, 290
- Artificers, 96, 426, 442, 445
- Arundel, Everard, 441
- Arundel, Lord, 441
- Ashton, John, 250
- Ashton, Mr., 218
- Astland, river, 58
- Astley, Thomas, 212
- Atherton & Earle, 247
- Atherton's quay, 143
- Atkis, Richard, 284n.
- Atholl, Duke of, 198, 229, 233n.
- Atton & Holland, xi
- Attorney-General, 63, 168
- "Axe" Aldermanbury, 142, 230
- Baikie, William, 374
- Baines, E., ix
- Baker and Dawson, 348
- Ball, Henry, 157
- Ball, Richard, 161
- Ball, William, 157
- Baltic trade, 154, 374 (see also "Trade with —")
- Bank Quay, 31, 90, 143
- Banks, Sir Joseph, 397
- Barbary States, 241n.
- Barcelona, 126
- Barclay, Thomas, 381
- Barker, T. C., xvii
- Barrow, James, 354
- Barton, Charles, 373
- Bath, 137
- Batson, Robert, 273
- Bayley, James, 403
- Beaumaris, xiii, 86, 122
- Beckwith & Co., 414
- Beef, 61, 319
- Bell, Henry, 381
- Bengoe, Henry, 394
- Bent, Mr., 364
- Bentley, John, 58
- Biddard, Mr., 294
- Bill of entry, 153
- Bill of exchange, 22, 72, 139, 166, 316
 - health, 56, 374
- Birch, S., xviii-xix
- Bird, John, 152
- Birk, Thomas, 211
- Black Rock, 148, 197, 361
- Bladen, Thomas, 185
- Blundell, Mr., 232
- Boatmen, 6, 13, 105, 251, 257, 319
- Boats, William, 316, 319
- Bolden, Mr., 286
- Bolden & Co., 309n.
- Bolton, 139
- Bolton (Hobson &), 458
- Bonds (for duty),* 22, 23, 35, 74, 95, 109, 145n., 182, 184, 187, 192, 244n., 250, 252, 290n., 316, 348, 354, 360, 379
- Book of Rates*, 304n., 354n.
- Books, 441
- Bordeaux, 315
- Border Regiment, 180n.
- Boston, 118
- Bounty, xxiii, 202, 222, 249, 272-3, 277, 316, 327n., 414
- Bowling green, 174
- Bramhall, Thomas, 2
- Brandreth, Joseph, 397
- Brandy, 54, 75, 77, 82, 122, 126, 144, 198, 247, 319, 376, 396, 413
- Brazil, 436, 457
- Breed, Mr., 457

- Brest, 330
 Brian, Mr., 104
 Bridge, Henry, 262
 Bridgwater Canal, 361
 Briggs & Hammond, 373
 Briggs, Thomas, 31, 115, 173, 219
 Brim, George, 420
 Briscoe, Joseph, 221
 Bristol Channel, 319
 "Broad pieces", 129, 133
 Broadstock, Mr., 405
 Bromfield, James, 214
 Brooke, P., 58
 Brooks, Joseph, 250, 252, 262
 Brown, John, 78
 Brown, John (alias Smith), 246
 Brownlow, John, 417
 Bruce, Robert, 380-1
 Bucksbank, 174
 Budsall, Richard, 411
 Bullen, Hugh & Co., 373
 Bung-rod, 322
 Burgess, William, 381
 Burgoyne, Sir John, 284*n.*, 358*n.*
 Burn, James, 403
 Burning pipe * (or house), 29, 38-9, 73*n.*,
 262, 313, 336, 346, 348
 Burns, Robert, 397*n.*
 Burrow, Edward, 304*n.*
 Burrows, Thomas, 404
 Burrows, William, 121
 Bursheads, 276
 Bury, 139
 Bushell (Tavenant &), 373
 Bushell, standard, 115
 Bushellage, 15
 Butler, John, 53
 Butlerage, 149*n.*
 Button, John, 194
 Buxton, 340
 Byrom, George, 274

 Cadiz, 126, 310
 Caernarvon, xi, xiii, xiv, 309
 Calipers, 118*n.*, 322
 Callowe, John, 177
 Calvert, Benedict, 185
 Campbell, George, 194*n.*
 Campbell, Joseph, 420
 Canal trade, 361, 410, 421
 Canvas, 154*n.*
 Capias, writ of *, 114, 158
 Cardigan, 177-8, 414
 Carkesse, Charles, 44
 Carlisle, xiii, 184, 190-1
 Carr, Mr., 182
 Carriage (costs), 24, 139, 142, 163, 199,
 262, 318
 Carrier, 14, 24, 139, 199, 230, 238, 278
 Cartaret, Lord, 51

 Cartel ship, 319, 445, 451
 "Caryars recipe", 148
 "Castle", Wood Street, 199
 "Castle & Falcon", without Aldersgate,
 14, 24
 Catholic penal laws, 30, 32
 Cathwick, John, 273*n.*
 Chaffers, Edward, 397
 Chalder, 115*n.*
 Chalmer, Thomas, 212
 Charitable Corporation, 121
 Charles, James, 1
 Chaucer, Geoffrey, xii
 Cheshire Militia, 243
 Chester, 24, 58*n.*, 114, 166, 190, 197, 243,
 245, 257, 264, 284*n.*, 393, 421
 Bishop's court, 321
 Castle, 188, 190, 341
 Collector of Customs, 4, 193, 284*n.*
 Gaol, 180
 Port, ix, xi-xiv, xvi, xix, 193, 223, 227,
 264, 284*n.*, 358*n.*
 Childwell, 237
 Cholmondeley, Earl of, 188, 190
 Cholmondeley's (Colonel) Regiment, 180
 Clarke (of Aldersgate), 431
 Clarkson, Thomas, 165
 Clay & Parry, 373
 Clegg, Captain, 110
 Coach-hire, 408
 Coal duties, 115, 304, 361
 Coal trade, 115, 304, 361
 Coast surveyor, 31, 115, 173, 352
 Coast trade regulation, x, xvi, 220, 304*n.*,
 348, 361 (see also "Trade with
 (coastwise)")
 Coast-waiter, * xvi, 7, 47, 152, 211, 220,
 293, 297, 352, 388
 Cobham, Elijah, 331
 Cock, Lewis, 117
 Cocket, * xii, 82, 182, 239*n.*, 360-1
 Coffee, 73, 75, 258, 311, 348
 Collector * of Customs, general functions,
 xviii, xix, xxii, 3*n.*, 9, 23*n.*, 65-6, 106,
 117, 165, 193, 222*n.*, 242, 244, 264,
 293*n.*, 358*n.*, 383, 407
 Colquhoun, Pat, 107
 Colquit, John, 74, 146, 165, 187*n.*
 Colquit, John, jun., 212, 262, 331
 Colquit, John (3), 337
 Comptroller * of Customs, general func-
 tions, xii-xv, 3*n.*, 23, 47, 64-6, 106,
 111, 117, 165, 193, 242, 264, 284,
 358*n.*, 383, 407
 Comptroller-General, 98
 Constables, 237, 258
 Conway, xiv, 390
 Cook, James, 224
 Coombs, John, 48
 Copper works, 361
 Cork, 51, 101, 170, 330

- Corrie, Mr., 323
 Counterfeit coin, 163, 320
 Court & Diggles, 447
 Coutts, John, 354
 Cowland, Richard, 397
 Cowper, William, 212*n*.
 Cox, Mr., 192
 Credy, Captain, 281
 Creek, xi, xix, 4*n*.
 Crewne, Benjamin, 117
 Crews, C. C., xviii
 Cropper, Benson & Co., 443
 Crosby, 318
 Crosdale, William, 354
 Cross, Samuel, 373
 Cross, Captain, 433
 Cross, Lieutenant, 253
 Crossons, 156
 Croston, Edward, 262
 Crouch, Hugh, 126
 Crow, William, 196
 Crowin, Patrick, 403
 Crown, demise of, 88
 Crown, patronage, xiii-xiv
 Croxton, Mr., 207
 Cruiser,* revenue, see "Revenue craft"
 Cumberland, Duke of, 187*n*., 191
 Cumberland, coast of, 27*n*., 115, 173
 Cunliffe, Ellis, 194*n*.
 Cunliffe, Foster, 194*n*.
 Cunliffe, Foster & Son, 185, 194*n*.
 Cunliffe, Robert, 194*n*.
 Curlew, John, 177
 Currie, James, 397
 Curwin, John, 372
 Custom House, 9*n*., 58-9, 75, 80, 294,
 334-7, 348-50, 363-4, 366, 368, 419,
 422-4, 452-6
 cellars, 144, 150, 160, 171, 334
 coals, 218
 fees, 284, 360, 371, 388, 440*n*., 448-50
 lease, 29, 39, 59, 331, 333-4, 348, 351,
 364, 422, 424, 452
 Long Room,* 9*n*., 47, 146, 241, 352,
 371
 new, 37-40, 47, 49, 59, 80
 plans, 39-40, 331, 362, 364, 368
 procedure, 15, 41, 50, 61, 73, 86, 88,
 90, 95, 175, 236, 239, 240*n*., 244, 260,
 272*n*., 283, 345
 rent, 39, 49-50, 59, 171, 294, 297, 333,
 364, 368, 424
 survey, 333
 theft from, 144-7, 235, 241-6, 255
 warehouse, 144-7, 150, 160, 171, 176,
 235, 331, 334, 359, 363, 421
 yard, 29, 80, 146, 171, 176, 294, 331,
 334, 336, 346, 348, 350-1, 355, 358,
 363
 Custom House, Liverpool, 40*n*., 50*n*.,
 331*n*.
 Customer,* 47, 58, 72, 284, 352, 357-8,
 371, 384
 Customer,* deputy, 164-5, 284, 357-8
 Customs, commissioners, duties, 25, 26,
 36, 42, 423
 consolidation, 378
 Irish board of, xvii, xx, 102, 107, 110,
 132
 Scottish Board of, xvii, xx, 102, 107
 Cutters, revenue, see "Revenue craft"

Daily Courant, 48, 52
 Dalmahay, Alexander, 26
 Dalmahay, William, 26
 Danish vessels, 211
 Davies, Mr., 94, 97, 99
 Davis's Straits, 222*n*.
 Dawes, William, 431
 Dawpool, xix, 227
 Debentures,* 14, 74, 80, 94, 97, 99, 103,
 136, 181, 198, 266, 310
 Debt, imprisonment for, 196, 205, 341,
 347
 Defestation, xxii, 148
 Delafays, Mr., 43
 Deputies * (for patentees), xiv, xv, 9, 34,
 58, 65-7, 106, 146, 164-5, 284, 388,
 448*n*.
 Derby, 188*n*., 421
 D'Estaing, Comte, 316
 Dick, James, 13
 Dietz, F. C., xviii
 Digby, J., 58
 Diggles (Court &), 447
 Dinant, 330
 Diston, John, 274
 Ditchburn, William, 403
 Dobson, William, 105
 Dodgson, Miles, 157
 Dodgson, Thomas, 157
 Dollick, David, 117
 Domesday book, ix
 Doss, Morris, 403
 Doss, William, 403
 Doughty, Robert, 324
 Douglas (watch-maker), 431
 Douglas river, 58
 Dow, George, 201, 203
 Drawback * (of duty), xvii, 198
 Dublin, 61, 63, 165, 225, 441
 Dues (ships), 436
 Dungeness, 67
 Dunkirk, 281, 330
 Dutch vessels, 28, 224
 Dutton, Thomas, xviii
 Dysart, James, 286

 Earle (Atherton &), 247
Early English Customs System, xn., 149*n*.
 East Country, 154
 Eaton, John, 262

- Eccleston, Henry, 372
 Eddystone Lighthouse, 67*n*.
 Ellis & McNeill, 457
 Elsinore, 374
*English Coasting Trade: 1650-1750, 175*n*.*
 Entries,* 35, 77, 88, 94, 198, 209, 254, 279, 308, 331, 345, 349, 360, 367, 404, 428, 440, 458
 Entwistle, John, 112
 Establishment,* 6, 31, 47, 83, 93, 105, 111, 213, 216, 227, 265, 288, 448-50
 discipline, 4, 27, 30, 33-4, 55, 65-6, 73, 75, 123, 143, 145, 148, 155-6, 197, 207, 244, 256-7, 287, 326, 372
 disfranchisement, 10
 Jacobitism, 26, 30, 33-4
 leave of absence, 3, 36, 60, 85, 137, 210, 225, 257, 321, 340, 370, 384
 oaths, 74, 78-9, 342
 superannuation, 1, 9, 194, 207, 387, 394
 Estaing, Comte d', 316
 Estuarial traffic, 219, 361
 Etough, Lawrence, 155-6, 159, 161
 Exchequer, x, xii, xv, xviii, xxii
 Exchequer commission,* xv, 57-8, 80, 169, 261
 Exchequer, Court of, xv, 58, 97, 116*n*., 209*n*., 235, 285, 292, 411, 416-17, 431
 Excise, xvi, 73, 75, 102, 146, 181, 256, 269, 352*n*., 405
 Exeter, 361

 Fairclough, Henry, 355
 Falkland Islands, 380
 Farmer, Edward, 403
 Farming,* the revenue, xviii, xix, 76, 81, 83, 198, 233
 Farroe, North, 376
 Fearing, John, 381
 Fees of office, xii-xiv, 284, 360, 371, 388, 440*n*., 448-50
 Fell, William, 317
 Fewler, John, 288
 Fewler, Margaret, 288
 Fiddlers Ferry, 361
 Fielding, Sir John, 242
 Finer, S. E., xv*n*.
 Fingal, Lord, 441
 Fish, Daniel, 123
 Fishery, 108, 425
 Flatts,* 211, 274, 361
 Fleet prison, 104
 Fleetwood, Elizabeth, 207
 Fleetwood, Robert, 207
 Fleming, John, 403
 Flint, xix, 421
 Fly-press, 266
 Ford, 431
 Formby, 58, 232, 234
 Foreland, 67
 Forster, Mr., 453
 Fort William, 102, 182
 Foster, John, 423
 Foster, Thomas, 25
 France, 5, 17, 28, 77, 101, 154, 198, 296, 300, 303, 319, 441
 Fraser, Mr., 329
 Fraud, revenue, 70, 94, 97, 99, 100, 172, 220, 349
 Fredericksburg, Va., 417
 Fremantle, John, 235
 French prisoners, 214, 319
 Frodsham, xi, xviii, 90, 361

 Galley & Gardner, 262
 Galley, Thomas, 262, 270
 Gallon, standard, 8*n*., 115*n*., 118
 Galloway, Captain, 433
 Galloway, Mull of, 409
 Gardiner, Margaret, 373
 Gardner, James, 221
 Gardner, John, 185
 Garnett, Abraham, 437
 Gascoigne, Bamber, 237
 Gauger,* 73*n*., 135, 193, 269
 Gauging,* xvi, 8, 118, 120, 135, 193, 269
 Gellie, Lewis, 409
 George, Mr., 109
 "George" without Aldersgate, 24
 Germany, 154, 405
 Gery, Captain, 433
 Gerrard, James, 397
 Gew (or Gow), John, 71
 Gibson, Captain, 385
 Gilbert, John, 322
 Gilbert, Thomas, 381
 Gildart, J., 2
 Gillis, Adam, 349
 Gin, xxi, 396, 405, 413
 Gold, weight of, 129, 133
 Goldie, Joseph, 399
 Goldsborough, William, 360
 Gordon, John, 300
 Gorse (fuel), 262
 Gossier, Rev. F. F., 441
 Gothenburgh, 434, 447
 Gow, John, 71
 Gradwell, John, 170
 Gras, N. S. B., x, 149*n*.
 Green, Bridget & Son, 373
 Green, Mr., 316
 Greenham, Robert, 318
 Greenland fishery, xx, 202, 222, 224, 249, 272-3, 277, 305, 327
 Greenway, William, 250, 252
 Grenada, 316
 Griffin, John, 338
 Griffiths, Captain, 416

- Griffiths, William, 245
 Gunstam, Richard, xix
 Gutuxent, 185
Guy Mannerling, xxi, 383*n*.
 Gwire, Mr., 81
- Hackart, Jacob, 303
 Hale, Sir Matthew, *xn*.
 Hall, Henry, 157
 Halsell, Ralph, xviii, xix
 Hambleton Scan, 174
 Hamer, Henry, 146, 284*n*., 384
 Hammond, Mr., 326, 364
 Hammond (Briggs &), 373
 Hardman, Mrs., 373
 Hardwar, Henry, 287, 321, 328
 Harper, William, 205
 Harrison's Pool, 174*n*.
 Hartley, S., 324
 Harwich, 67
 Hatteraick, Dick, xxi
 Hatton, James, 146
 Hatton, Mr., 241
 Havre, 217*n*.
 Hawley, General, 181*n*.
 Head-port,* xii-xiii, xviii
 Head-rod,* 118, 120, 322
 Henzell, William, 300
 Hepburn, Robert, 27
 Herring fishery, 108, 414
 Hesketh, John, xviii
 Hesketh, William, 174
 Hesketh Bank, xv, 58
 Heywood, John, 276
 Higginson & Co., 415
 Higham Pool, 174
 Hilbre, xix
 Hill, Henry, 199
 Hill, Richard, 373
 Hill, Thomas, 396
 Hill, William, 403
 Hills, Stephen, 209
 Hinde, Samuel, 420
 Hinde, Thomas, 420
 Historic Society of Lancashire and
 Cheshire, xiv*n*., 12*n*., 165*n*., 182*n*.,
 185*n*.
 Hobson & Bolton, 458
 Holdsworth, Sir William, xiiin.
 Holland, 122, 154, 198
 Holmes, Mr., 414
 Holt, Thomas, 258
 Holy & Tuckly, 458
 Holyhead, 130, 266
 Hookey, John, 405, 408
 Hopper, James, 380-1
 Horne, Smith, 257
 Horse-hire, 31, 128
 Horse-keeping, 19, 21, 155
 Hough, —, 227
 Howard, John, 318
 Howard, Oliver, 158
 Howard, Thomas, 262
 Hoylake, xv, 1, 2, 58, 91, 105, 188, 211,
 251, 264, 267, 274, 341, 377, 387
 Hughes, Joseph, 271
 Hulk * at Hoylake, 341
 Hulk * at Black Rock, 148
 Hunt, Edward, 26
 Hunt, P. S., 407
 Hunter, William, 258
 Hutchinson, John, 296
- Ince, 232
 Incidents, 274
 Instruments, gauging and measuring,
 322
 Invalids, Corps of, 259
 Ireland, ix, xvii, 61, 63, 90, 101, 107, 110,
 122, 130, 154, 198, 268, 281, 320,
 330, 339, 441
 Irwell, river, 58, 361
 Ivory, Captain, 110
- Jack, David, 373
 Jackson, Mr., 122
 Jacobites :
 1715, 22-3, 25-8, 33-4
 1745, 181-2, 184, 188-91
 Jam, 431
 James' Road, 174
 James, William, 271
 Jansen, William, 318
 Jarvis, R. C., xiiin., xiv*n*., xxn., 12*n*.,
 44*n*., 182*n*., 187*n*.
 Jenkins, George, 256
 Jerquer, 317
 Jerrad, the carrier, 14
 Johnson, Thos., 3
 Johnson, Thos., Sir, 16
 Johnson, Captain, 162
 Johnston, Samuel, 443
 Jones, John, 276
 Jones, John (Hopewell), 390
 Jones, John Paul, 307*n*.
 Jones, Thomas, 274
Juridical Review, 187*n*.
 Justices, 292-3, 410, 426*n*.
- Keen, Shadrack, 381
 Kelsall, Richard, 146
 Kennion, John, 310, 338, 340, 356-7
 Kenyon, John, Jr., 354
 Keston, 71
 King, Keating, 135, 137
 King's beam, 41, 80, 236*n*.
 King's chest, 91, 65-6, 72, 245, 419
King's Customs, xin.
 King's pipe,* 29, 38-9, 75*n*., 262, 313,
 336, 346, 348
 King's proctor, 299

- King's warehouse,* 145*n.*, 286, 309, 323,
396, 415
Kirkcudbright, 383
Kirkes, Morecroft, 171, 331, 333-4, 351,
422
Kirkes, Mrs., 334
Kivish, John, 46
Knight, Robert, 45
Knight, Mr., 162
- Lad Lane, London, 238
Lake, W. C., 420
Lamb, John, 48
Lancashire assizes, 97, 99, 246, 435
Lancashire and Cheshire Antiquarian
Society, xx, 44*n.*, 187*n.*
Lancashire coast, 115, 173, 227
Lancaster, xi, xiii, xiv, 22, 26, 31, 44*n.*,
99, 173, 293, 420-1
Collector of Customs,* 127, 158
Prison, 124, 127-8, 131, 152, 158, 347
Land-surveyors,* xvi, 8, 47, 120, 314,
344, 349, 364, 369, 388, 397, 427
Land-waiters,* xvi, 47, 245, 266, 275,
368, 388
absence, 3, 60, 137, 210, 225, 370
duties, 8, 120, 135, 172, 193, 200, 213,
236, 314, 322, 344, 363, 414
discipline, 33-4, 369
numbers, 200, 213, 294, 362, 364
Langton, George, 354, 373
Laurie, William, 383
Lea, John, 317*n.*
Leay, Joseph, 329
Lee-Smith, Nathaniel, 262
Leech, Bezaleel, 373
Leeds Canal, 361
Leer, John, 330
Legg, John, 210
Legg, Thomas, 146, 172
Leigh, James & Co., 373
Letters, 46, 87, 393
Lewis, Jenkin, 78, 83
Light dues, xxiii, 67, 436
Lilley & Roberts, 332
Limes, Mungo, 403
Lincolnshire, 53
Liverpool :
Port, 14-15, 20, 35, 108, 164, 211, 260,
269, 289, 390, 400, 447
Collector* :
accounts, 14, 22, 24, 35, 65-6, 72,
104, 142, 164, 199, 228-30, 250,
278, 317, 328, 419
discipline, 4, 55, 65-6, 289, 321
establishment* and accommo-
dation, 9, 47, 335, 352, 356-8,
363-4, 452
functions, 3*n.*, 23, 58, 65-6, 106,
146-7, 149, 299, 338, 415, 417,
429-30, 434, 440, 457
- Comptroller : *
discipline, 55, 65-6
establishment* and accommo-
dation, 147, 164, 352, 452
functions, 3*n.*, 23, 58, 65-6, 106,
146-7, 360, 371
Custom House, see "Custom House"
debentures,* 181
gauging,* 8, 193
harbour, 7, 12, 436
Hole, 58, 169
King's Dock, 395, 406, 453
legal quays,* 16, 40-1, 57-8, 80, 90,
169, 176, 200, 213, 261, 280, 283,
285, 363, 388, 395, 406
limits,* xv, 14, 16, 57-8, 169, 227,
261, 361
new dock, 41, 58, 60, 80, 149, 213,
280, 283, 364
old dock, 200, 213, 261, 325, 363,
406, 452
plan, 14, 285
St. George's Dock, 280, 283, 285,
363
Salthouse Dock, 406
ships, see "Vessels [name]"
ship letters, 393
South Dock, 211
suffrances,* 41, 50
trade, state of, 35, 60, 106, 137
200, 208, 220, 223, 331, 348
363-4, 415, 421, 423-4, 447, 452
warehouses, 145*n.*, 150, 160, 171,
331, 348, 364, 366, 368, 395, 397,
422, 424, 435, 446, 453, 455
watch-house, 29, 218, 326, 448
water-bailiff, 15
wine prisage,* xi, 149
- Town, xv, 228, 293, 320, 378, 440, 453
American Hotel, 454, 456
"Blews", 181, 187*n.*, 191
business, state of, 200, 223, 331, 348,
363-4, 421, 423-4
Chapel street, 58, 169, 283, 285
Corporation, 149, 280, 283, 289, 337
348, 364, 395, 400, 406, 423-4,
436, 446, 452-3, 455
freemen, 400, 406
Hole, 58, 169
mayor, 58, 245, 289, 378
Mersey street, 58
post office, 393
Price's square, 258
Red Cross street, 58, 169, 261, 283, 285
St. John's church, 228
St. Paul's church, 228
St. Thomas's church, 228*n.*
Shilly-patch, xv, 58, 169, 261, 283
Strand, 58
town clerk, 58, 149, 280, 283, 337
other references, xv, 124, 130

- Liverpool Customs Bills of Entry*, 153*n*.
Liverpool Privateers, 202*n*., 314*n*., 315*n*., 329*n*.
 Livesly, Samuel, 355
 Llanrwst, 390
 Loch Ryan, 409
 Loftus, James, 135
 Loftus (of Chester), 193
 London, 150, 163, 179, 316*n*., 408, 421
London Gazette, 129
 London practice, 118, 269
 Lord, Arthur, 225
 L'Orient, 376
 Lowden, Mr., 447
 Lowndes, Edward, 231
 Lowndes, Richard, 408
 Lowndes, Thomas, 340
 Luce, Bay of, 409
 Lynch, Simon, 196
 Lyttler, Captain, 188

 McConnell, Terence, 320
 McDonald, John, 234, 330
 Mackintosh, John, 27
 Mackintosh, William, 27
 Maclean, Captain, 433
 Maclean, John, 403
 MacNab, Patrick, 376
 McNeill (Ellis &), 457
 McWaters, Capt., 110
 Magistrates, assistance from, 17, 116, 177
 Mahoney, William, 403
 Mainsbrow, 174
 Malaga, 53
 Man, Isle of, xv, xx-xxi, 44, 46, 77, 81, 87, 90-1, 122, 177-8, 194*n*., 201, 203, 229, 247, 367, 376, 409, 414
 Atholl, Duke of, 198, 229, 233*n*.
 Derby, Lord, xv, 77, 198*n*.
 East India trade, 198, 201
 farming * of revenue, 76, 81, 83, 198, 233
 re-vestment in crown, xx-xxi, 198*n*., 233, 247*n*., 343, 365
 smuggling, xx-xxi, 54, 64, 76-9, 81-4, 122, 162, 168, 179, 198, 201, 203-4, 206, 232-4, 237, 343, 365, 376
 tobacco trade, 70, 107, 195-6, 198, 389, 391-2
 Manchester, 22, 166, 350, 361
 Manor, lords of (wreck), 232, 234
 Mannesty, Joseph, 212
 Marque, letters of, 226, 300, 308
 Marseilles, 42, 303
 Martin, William, 403
 Marshall, James, 257
 Maryport, 361*n*.
 Mason, Hampton, 53
 Mataro, 126
 Maycock, William, 114
 Meader, John, 403

 Meadows, Thomas, 373
 Medical beans, 429
 Mediterranean passes, 241
 Member-port,* xii-xiv, xviii, xix, 58
 Memel, 374
 Meols, North, 30, 58, 155-6
 Mersey, 12, 151, 219, 285, 361, 363
 Messenger (judicial), 52
 Meyer, Arnold, 329
 Milford, 226
 Military assistance, 263-4
 Miller, Mr., 107
 Miln, David, 53
 Molton, Cornelius, 246
 Moon, John, 117
 Moon, Stephen, 117
 Moorcroft, Sylvester, 39, 59, 160, 171
 Morecroft, George, xviii, xix
 Morlaix, 310
 Morris, John, 396
 Morris & Strayer, xii*n*.
 Morrison, W. E., 407
 Moss, James, 179-80
 Moss, John, 403
 Mostyn, xix
 Mull of Galloway, 409
 Murphy (an informer), 130
 Murphy (a thief), 435
 Murray, William, 347
 Musgrave, Jonathan, 373
 Muster-rolls, 222*n*., 271*n*., 273*n*.

 Nantes, 51, 101, 296, 319
 Nantwich, 180
 National Maritime Museum, 222*n*., 271*n*.
 Navigation laws, xvi-xvii, xx, xiii-xiv
 Naylor, Thomas, 373
 Naylor, William, 373
 Neal, William, 165
 Nelson, Philip, 142
 Neston, xix
 New York, 186, 367, 393*n*., 428-9, 431, 433-4, 440, 444, 447
 Newborough, Samuel, 33
 Newcastle, Duke of, 126
 Newfoundland, 260, 329
 Newgate, 25-6
 Newton, A., xii*n*., xviii*n*.
 Newton, John, xvi, 212*n*.
 Noontender,* 69, 213
 Norfolk, 53
 Norris, Mr., 39
 Norton, Henry, 165

 Oben, Warwick, 376, 383
 O'Brien, E., xvi
 Obstruction to duty, 114, 116, 159, 258-9, 289
 Occupations :
 alehouse-keeper, 143
 apprentice, ship's, 381, 403

Occupations—*contd.*

- artificer, 96, 426, 442, 445
- blockmaker, 165, 262
- boat-builder, 262
- boat-steerer, 381, 403
- boater, 381
- bricklayer, 262, 355
- cabinet maker, 262
- carpenter, 355
- chandler, 262
- cheesemonger, 69
- clockmaker, 96*n.*
- cooper, 262, 381
- curer (fish), 414
- fisherman, 414
- harpooner, 381, 403
- iron-founder, 262
- joiner, 262, 355
- line-manager, 381, 403
- painter, 262
- plasterer, 355
- ship's carpenter, 381
- ship-wright, 420
- stationer, 262, 431
- watch-maker, 96*n.*, 431, 440
- weaver, 320
- Ogden, Richards & Selden, 438
- Ogle, Edward, xviii
- "Old Borlum", 27
- Oliphant, L., 415
- Operatives, 96, 426, 442, 445
- Orford, 67
- Organisation of the English Customs System : 1696-1786*, xviii., xxin.
- Orkney, 71, 374
- Ostend, 383
- O'Hara, Hugh, 167
- Onslow, Arthur, 143, 177, 219, 267, 352, 358
- Orders-in-Council, 37, 42, 306, 397, 404, 434*n.*, 437, 458
- Over-entry * certificate, 14
- Owen, William, 177-8
- Oxhey, 174
- Packman, 390
- Parker, Robert, 165
- Parkgate, 223, 225
- Parkinson, C. N., 209*n.*, 267*n.*, 300*n.*, 314*n.*
- Paris Mine Copper Co., 332
- Parliament, xxiii-xxiv, 10, 121, 360, 423-4
- Parry (Clay &), 373
- Parry & Co., 415
- Passengers, 17, 18, 25, 27, 42, 45, 48, 51-2, 56, 121, 429, 431, 441-2, 445
- Patent * officers, xiii, xiv, 9, 106, 164, 284, 357, 448*n.*
- Patten, Thomas, 165
- Patterson, Robert, 202
- Patronage, xv, 357*n.*, 358*n.*
- Paulsen, Hans, 211
- Pedrero, 71, 81
- Peel, 376
- Pelham, John, 284*n.*, 357
- Pemberton, Peter, 347
- Pemberton, Philips, 347
- Peterson, Captain, 433
- Petil, Captain, 330
- Peters, Richard, 58
- Peters, Mr., 39
- Pickerman, Alexandra, 195
- Pike, John, 117
- Pile of Fowdry, 91
- Pilkington, Mr., 366, 368
- Pilotage, 436
- Pipe roll, x
- Piracy, 51, 71, 126
- Pirate, The*, 71*n.*
- Pistataqua river, 209
- Pittman, Captain, 170
- Plague, 42-4, 56, 374
- Plantation * certificate, 185, 194*n.*, 240, 308, 329
- Plantations, 186, 194*n.*, 198, 209, 212, 222*n.*, 239-40, 300, 312, 316-17, 319, 324, 403, 407, 415, 420, 458
- Platt, John, 219
- Plymouth, 117
- Polding, James, 373
- Poole, Mr., 81, 83
- Poole, 330, 361
- Port, x
- "Port books", xiv
- Port Erin, 376
- Portage, * 268, 317
- Porters, 213, 236
- Portibus Maris, de*, xn.
- Poulton, xiv, 62, 174
- Pownall, Captain, 323
- Press warrant, xxii, 84, 263
- Preston, xv, 19, 21, 22, 25*n.*, 62, 157, 293
- Pricking notes, 41*n.*
- Printed fabrics, 350-1, 355
- Prisage * on wine, 149
- Prisoners of war, 214, 319
- Privateers :
 - American, 301-2, 308, 317, 324
 - British, xx, xxii, 217, 306-7, 309, 314-15, 323, 329, 332, 420
 - French, 186, 329-30
- Privy Council, 421, 428, 457
- Prize vessels, 186, 217, 296, 298-9, 310-11, 311, 314-15, 323, 330, 381
- Prussia, 420
- Public Accounts, Commissioners of, 78*n.*, 371
- Purchase, William, 30, 32
- Quarantine, 42-4, 46, 56, 148, 188, 251, 263-4, 274, 341, 374, 377, 433

- Quarter-books,* 14
 Quarter sessions, 116*n.*, 124, 293
Quindecima, x-xii

 Rae, Robert, 383
 Ramsay, Alexander, 214
 Ramsey, 409
 Ratchdale, Edward, 58
 Rathbone & Co., 420, 428, 430
 Ravenscroft, Henry, 370
 Rawson, John, 374
 Raye's survey, 173
 Receiver-General,* 59, 72, 139-40, 166, 278, 310
 Red Stones, xv, 58
 Redpath, William, 237
 Reed, Andrew, 403
 Register, see next item
 Registry* of shipping, xxiii, 165, 175, 185, 212, 241*n.*, 291, 312, 324, 329, 332, 375, 381, 396, 403-4, 428, 447
 Re-landed goods, 101-3, 107, 110, 130, 132, 136, 198, 281, 350*n.*, 389
 Remittances, 72, 133, 139-40, 166, 181, 183, 278, 310
 Revenue craft :
 contract, 78-9, 92, 113, 119, 141, 190, 338
 discipline, 78-9, 83, 91, 111
 employment, 17, 130, 151, 188, 190, 198, 253
 fitting/manning, 76, 78-9, 83, 86, 93, 141, 216, 270, 331, 402
 Isle of Man, 76, 78-9, 81-4, 87, 91, 122, 198
 occasions, 7, 82, 87, 122, 253, 409
 policy, xxi-ii, 11, 12, 76, 91, 92, 216
 seizures, 79, 82, 216, 431, 440
 Rhodes, John, 373
 Ribble river, 58, 156, 162
 Richards, Mr. (housekeeper), 160
 Richards, Mr. (merchant), 438
 Richers, William, 294
 Richmond, Brook, xxii, 76, 81-2, 87, 113, 119, 122, 141
 Richmond, H., 449-50
 Rideout, E. H., 40*n.*, 50*n.*, 331*n.*
 Rider, John, 262
 Riding * Surveyor, xvi, 26*n.*, 31, 115, 143, 159, 173, 177, 219, 227, 232, 267, 341, 352
 Rig of vessels, xx
 Rimmer, Thomas, 162
 Ripley, Thomas, 40
Rise of the Port of Liverpool, 267*n.*, 300*n.*, 314*n.*
 Rishton, William, 19, 21
 Roads, Robert, 403
 Roberts, William, 163
 Robinson, John, 381
 Rochdale, 139, 166
 Rochelle, 28
 Roscoe, Thomas, 373
 Rose, Mr., 378
 Ross, James, 195
 Ross, John, 403
 Rotterdam, 53
 Royal College of Surgeons, 399
 Runcorn, 361
 Rum, xxi, 73, 144, 146, 198, 232, 258, 269, 308, 413
 Russia, 154, 209, 236, 263, 374, 438, 443
 Rutler, John, 397

 Sail-cloth duty, 154, 209
 Sail-cloth stamp, 154
 St. Domingo, 217*n.*
 St. Malo, 43
 St. Martin's, 28
 St. Vincent, 316
 Salley, Wybeard, 33
 Salt, 330, 361, 414, 437
 Salt revenue, xvi, 352
 Salthouse, John, 212
 Salthouse, Thomas, 381
 Salvage, 318
 Samuel, John, 373
 Sample, John, 52
 Sandford, William, 262
 Sandiford, Captain, 151
 Sankey Bridge, xviii, 208, 219
 Sankey Canal, 361
 Sargeant, John, 372
 Saverland, C., 393
 Scales, weighing, 129, 213, 344
 Scilly, Isles of, 170
 Scotland, xvii, 28, 44, 54, 70, 101-3, 107, 122, 188, 198, 383, 409
 Scott, Sir Walter, xxi, 71*n.*, 383*n.*
 Scottish Lighthouse Commission, 71*n.*
 Sea elephant, 380
 Sea lion, 380
 Seal (matrix) engraved, 266
 Seals, 305, 380
 Searcher,* xiii-xv, xviii-xix, 30, 34, 47, 143, 155, 164, 350-2, 355, 360, 371, 388
 Seargeant, John, 372
 Secretary of State, 25, 27, 51-2, 71, 126, 442, 445
 Seizures, 73, 197, 216, 223, 231, 248, 294, 359
 brandy, 144, 319, 376, 383, 396, 413
 coffee, 73, 258
 gin, 396, 405, 413
 rum, 73, 144, 232, 258, 413
 tea, 73, 376, 383
 tobacco, 313, 372, 376, 383
 other goods, 144, 160, 235, 271, 292, 383, 390, 440
 vessels, 211, 303, 376, 383, 411, 413, 416

- Selden, Mr., 438
 Sell, Thomas, 68, 109
 Sell, Thomas, jun., 135
 Sergeant-at-mace, 128
 Serjeant & Co., 415
 Sewell, Joseph, 4
 Shakeshaft, Henry, 373
 Shaw, Thomas, 142
 Sheathing, 148
 Sheffield, 458
 Shields, 374
 Sheriff's officers, 114, 159
 Shoebottom, John, 403
 Shoes, 390
 Shute (an informer), 259
 Sibbald, John, 262
 Sick and Wounded, Commissioners for, 319
 Sidebottom, Peter, 168, 178, 206
 Sims, William, 58, 146, 164, 165
 Singleton & Co., 174
 Skelhorn, Peter, 387
 Skillivan, O., 408
 Skippool, 174
 Slater, Mary, 318
 Slater, William, 355
 Slave trade, act, xx, 150, 212, 290, 316, 345, 399, 407, 412, 418, 420
 Slave trade, bounty, xx, 399, 407, 412, 418
 Slide-rule, 118*n.*, 322
 Small beer, 319
 Smith & Co., 458
 Smith, Fraser, 374
 Smith, James, 420
 Smith, John (alias Brown), 243, 245-6, 255
 Smith, John (alias Gow), 71
 Smith, Nathaniel, 4, 22, 31, 58, 72, 74, 98, 104
 Smith, Richard, 373
 Smith, William, 104, 262, 403
 Smuggling :
 afloat, 11, 82, 253, 383, 385, 396, 405, 409
 on the coast, 19, 21, 159, 204, 227, 232-4, 237
 goods :
 coffee, 258
 spirits, 54, 82, 232, 234, 258, 383, 396, 405, 413
 tea, 237, 383
 tobacco, 215, 339, 372, 376, 383, 416-17, 429
 Isle of Man, 54, 82-4, 204, 232-3, 237, 343, 365, 389
 Scotland, 54, 82, 383, 385
 measures against, 11, 19, 21, 248, 253, 343, 365, 385, 391, 411
 passengers, 431, 440
 proceedings, 124-5, 158, 161, 237
 Solicitor, 114, 128, 169
 South Carolina, 300
 South Ronaldshay, 374
 South Sea Coy., 45, 425, 427
 Southport, see "Meols, North"
 Spain, 5, 37, 53, 77, 101, 160
 "Spaniards", 177
 Spanish ships, 37
 Spencer, James, 162
 Spencer, Richard, 373
 Spirits, xxi, 118, 193, 198, 383, 396, see also "Brandy", "Gin" and "Rum"
 Squire, William, 121
 Staffordshire, 421
 Stagecoach, 238, 328, 408
 Stair, Earl of, 17
 Stakes, 174*n.*
 Stamps, linen and cotton, 350-1, 355
 Stamps, sail-cloth, 154
 Standard weights and measures, 8*n.*, 115, 118, 129
 Stanhope, Earl, 27
 Stanley, Peter, 197
 Stanley, Edward, 284, 297, 302
 Stanyan, Temple, 42
 Stationery, 262, 275
 Stevens, Nathaniel, 381
 Stevenson, Henry, xix
 Stevenson, R. L., 71*n.*
 Stewart, Charles, 186
 Stiles, William, 343, 371
 Stoakes, William, 33-4
 Stoakes, William, jun., 58, 164
 Stores, cutter, 402
 Stromness, 374
 Stuart, Francis, 191
 Stuart, Norman, 445
 Sub-port, 4*n.*
 Sufferance, * x, 41, 50, 90, 220*n.*, 280, 283, 361
 Superannuation, 9, 194, 207, 387, 394
 Surgeons, 214, 399, 418
 Surveyor-General, 260, 326
 Surveyors, 47, 138, 256, 397, see also "Land-surveyors" and "Tide-surveyors"
 Sutherland, Elizabeth, 250
 Sutton (Captain), Thomas, 345
 Sutton, Thomas, 262
 Swan Island, 380
 "Swan with two necks", 238
 Sweden, 96, 198, 434, 447
 Swedish vessels, 303, 447, 457
 Talbot, James, 27
 Tales of a Grandfather, 27*n.*
 Tarvin, George, 7, 33-4
 Taskar, John, 27
 Tate, Richard & Son, 373
 Tatlock, Ann, 262

- Tausdell, Captain, 416
 Taylor, John, 329
 Taylor, William, 372
 Tea, 73, 75, 122, 198, 208, 237, 286, 311, 376, 383
 Tevenant & Bushel, 373
 Thomas, David, 390
 Thomas, Thomas, 321
 Thompson, Richard, 202*n.*, 222, 272, 327
 Tide-surveyors,* xvi, 6, 13, 117, 148, 191, 207, 231, 258, 270, 325-6, 347, 365, 377, 396, 405
 Tide-waiters : *
 absence, 1, 194, 257, 321
 casualties, 265, 288, 325, 328, 347
 discipline, 123, 143, 155, 205, 207, 257, 265, 347, 372
 duties, 2, 19, 80, 194, 208, 227, 251, 266, 372, 376
 numbers and establishment,* 89, 223, 227, 325
 Tobacco, 416-17
 damage or (official) destruction, 38, 69, 75*n.*, 262, 313, 336, 346, 348
 exports, 172, 176, 401
 illicit (by reason of destination), 101, 107, 110, 130, 132, 136, 195-6, 198, 215, 281, 389
 illicit (by reason of quality), 68-70, 94, 97, 99-100, 215
 imports, 416-17
 merchandise, 1, 109, 198, 254, 296, 299, 309-10, 344, 348, 354, 363, 372-3, 398
 contraband, 215, 313, 339, 372, 376, 383, 429
 Isle of Man trade, 70, 107, 195-6, 198, 389, 391-2
 stalk and offal, 68-70, 94, 97, 99-100, 215
 warehouse, 100, 176, 348, 364, 395, 435, 446, 453
 weight, 69, 134, 138
 Tobias & Co., 440
 Todd, Sarah, 123
 Tomkins, Mr., 328
 Tonnage measurement and dues, 375, 406, 436
 Townshend, Lord, 25, 52-3, 71
 Trade in :
 arrangoes, 316
 arms, 290, 458
 bar iron, 438, 443
 bears, 305
 beef, 61
 blubber (whale), 272, 277, 305
 brandy, 77, 247
 brimstone, 434
 carding machine (parts), 457
 carnelian beads, 316
 chinaware, 208
 clay, 361
 coal, 115, 304, 361
 coffee, 258, 311, 348
 copper and copper ore, 90, 361
 copperas, 437
 corn, 15, 293, 295, 397, 405, 410
 cotton, raw, 2, 61, 186, 274, 421, 426, 430
 cottons, 139, 350-1, 355, 421
 cottons, printed, 350-1, 355
 counterfeit coin, 163, 320
 culm, 304
 dirks, 458
 dry goods, 160
 earthenware, 437
 East India goods, 146, 150, 160, 198, 235, 311, 314, 316, 348, 415
 elephants' teeth, 345
 feathers, 367
 firearms, 290
 fish, 300, 329, 414
 flax, 208, 374
 flint, 361
 ginghams, 235
 grain, 15, 293, 295, 397, 405, 410
 gunpowder, 238, 290
 hardware, 458
 hair (human), 197
 hemp, 438, 443
 hides, 427
 horns, 427
 indigo, 186, 300
 iron and ironware, 361, 374, 421, 438, 443, 457
 jam, 431
 lace, 429
 lathe, 458
 lead, 303
 leopard skins, 271
 limestone, 361, 396
 linens, 320, 350-1, 355, 421
 machinery, 282, 457-8
 mother-of-pearl, 429
 necklaces, 429
 oatmeal, 189
 parchment, 349
 porter, 437
 printed fabrics, 350-1, 355
 raisins, 160
 rice, 300
 romalls, 235, 415
 rolling machinery, 458
 rum, 144, 146, 198, 232, 258, 269, 308, 413
 sacking, 437
 sail-cloth, 154
 salt, 330, 361, 414, 437
 sea elephants, 380
 sea lions, 380
 seals, 305, 380

- Trade in—*contd.*
 serpentine, 238
 shoes, 390
 silks, 383, 421, 429
 slaves, see "Slave trade"
 soap, 144, 146, 198
 spirits, 193, 198, 383, 396
 steel, 421
 sugar, 2, 61, 279
 sursucker, 235
 swords, 458
 tallow, 374, 438, 443
 timber, 16, 236, 240, 300, 322, 331
 tobacco, see "Tobacco"
 tongue-scrappers, 429
 tooth-picks, 429
 tools of trade, 282, 426, 457
 toys, 429
 watches and parts, 431, 440, 458
 whale bone, 380
 blubber, 272, 277, 305
 fins, 224, 272, 277
 oil, 224
 wheat, 397, 405, see also "Corn"
 wine, 149, 160, 198
 wire, 457
 wool, 61, 292
 woollens, 421
 wrought iron, 457
- Trade with (coastwise):
 Belfast, 101
 Bursheads, 276
 Caernarvon, 309
 Conway, 390
 Cork, 101, 170
 Dublin, 61, 63, 165
 Exeter, 361
 Fort William, 102
 Frodsham, 90, 361
 Glasgow, 70
 Greenock, 330
 Ireland: 330
 beef, 61, 63
 brandy, 122
 copper, 90
 counterfeit coin, 320
 linen, 330
 sail cloth, 154
 salt, 330
 tobacco, 101, 107, 110, 130, 198, 281,
 339
 wool, 61, 63
 Kinsale, 101
 London, 150, 316
 Man, Isle of, see "Man, Isle of"
 Manchester, 350, 361
 Milnthorpe, 110
 Newry, 320
 Poole, 361
 Runcorn, 361
 Sankey Bridge, 208, 219
 Scotland, 54, 70, 101-3, 107, 198
 Wales, 15, 396, 414
 Warrington, 15, 90, 165, 361
 Waterford, 136
- Trade with (foreign):
 Africa: 150, 247, 266, 271, 290, 316,
 348, 407, 415 (see also "Slave
 trade")
 Alexandria, 56, 433
 Algiers, 56
 Barbary States, 241*n.*
 Egypt, 56, 433
 Guinea, 150, 420 (see also "Slave
 trade")
 New Calabar, 345
 Old Calabar, 420
 Tunis, 56
 America:
 Antigua, 2, 61
 Bahamas, 407
 Baltimore, 433-4
 Barbados, 329
 Boston, 209, 315, 434, 457
 Brazil, 436, 457
 Buenos Aires, 427
 Canada, 221
 Charleston, 431, 434
 City Point, 437
 Fredericksburg, 417
 Georgia, 434
 Hampton, 286
 Jamaica, 301, 312, 316
 Maryland, 185, 339, 348, 433-4
 Nevis, 2
 New Hampshire, 434
 New Orleans, 434
 New Providence, 407
 New York:
 arrivals, 186, 428-9, 444, 447
 departures, 431, 433-4, 440
 North Carolina, 434
 Nova Scotia, 458
 Philadelphia, 430, 434
 Piscataqua, 209
 Quebec, 221
 Rhode Island, 434
 St. John, NFL, 329
 Salem, 300
 Savannah, 434
 Talbot County, 185
 Tobago, 316
 Tortola, 317, 324
 Virginia, 2, 134, 194*n.*, 214, 254, 282,
 339, 348, 372, 417, 433-4, 437
 West Indies, 2, 61, 301, 312, 316,
 329, 407, 415, 420-1
- Asia:
 Smyrna, 434
- Europe:
 Apenrade, 211
 Archangel, 236, 438, 443

Trade with (foreign), Europe—*contd.*

Belle Isle, 101
 Bilbao, 110, 132, 136
 Bremen, 405
 Cadiz, 310
 Channel Isles, 416-17
 Danzig, 401
 Denmark, 211, 401, 434
 Dunkirk, 281
 Flanders, 122
 France, 77, 101, 198, 300, 303
 Germany, 405
 Gibraltar, 434
 Gothenburg, 434
 Guernsey, 416-17
 Italy, 100, 274
 Leghorn, 100, 274
 Lisbon, 254
 Marseilles, 303
 Nantes, 101
 Norway, 16, 101, 102, 107
 Oporto, 268
 Poland, 401
 Portugal, 268, 421, 436
 Riga, 263
 Russia, 236, 263, 374, 438, 443
 St. Petersburg, 374
 Spain, 77, 101, 160
 Sweden, 198, 434
 Trondhjem, 101
Trade Winds, 209n.
 Tradesmen's bills, 262
 Transportation, 152
 Treasurer, Lord High, 5, 9
 Treasury, 17, 28, 74, 126, 358n., 364n.,
 423, 446-7, 448-50
 Trinity House, 67
 Troughton, T., ix
 Tuckley (Holy &), 458
 Turner, Edward, 360
 Turners, Thomas, 262
 Tyldesley, James, 109, 112
 Tyrer, George, 38
 Tyrer, John, 265
 Tyrer, Mrs., 265
 Ullage,* 118, 269
 Ulverston, 293
 United States of America, 367, 381, 404,
 426, 428-30, 433, 442, 445, 447, 451
 Independence, 239, 286, 291, 296
 Privateers, 301-2, 317, 324
 Trade, 339, 348, 372, 397, 404, 416-17,
 421, 433-4, 437-40, 443-4, 457-8
 Unthank, J., 165
 Ushant, 319
 Venice, 56
 Vernon, James, xix
 Vessels :
Abigail, 434

Adolphus, 457
Advance, 434
African, 212n.
Aginoria, 434, 444
Aldborough, 170
Alexander, 107
America, 434
Ann, 433-4
Anna, 434
Antigallican, 354
Apollo, 322
Argo, 433-4
Argus, 403
Ariel, 321
Aristides, 430
Astrea, 354
Atalanta, 434
Auckland, 277
Aurora, prize, 296, 298-9
Aurora, privateer, 315
Bee, 212
Bellona, 309
Betsy, flatt, 361n.
Betsy, privateer, 314
Betsy, trader, 286
Betty, 263
Blessing, 396, 413
Blithe Ann, 320
Brilliant, 315n.
Britannia, privateer, 315
Britannia, whaler, 224, 249
Catherine, of Kinsale, 101-2
Catherine, of Liverpool, 457
Cato, 374
Ceres, 434
Chance, 411, 413
Charles, 434
Charlotte, 324
Charming Sally, 221
Clarendon, 318
Cleopatra, 434
Clio, 434
Cruiser, 409
Cumberland, flatt, 274
Cumberland, sloop, 216
Cunliffe, 194
Dandy, 376, 413
Diana, brig, 332
Diana, slaver, 412
Diana, trader, 458
Diligence, 195, 413
Doe, 345
Dolphin, 277
Douglas, 376
Dove, 300n.
Duke, 377
Duke of Argyll, 212n.
Dwarf, xxi
Eagle, revenue cruiser, 338
Eagle, slaver, 354
Eagle, trader, 418

Vessels—*contd.*

- Edward*, 110
Edward Barden, 434
Elizabeth, 186
Ellington, 434
Ellis & Robert, 194*n.*
Endeavour, 249
Epaminondas, 311
Eubonia, 77
Europe, 434
Fame, 413
Fanny, 434
Favourite, 354
Franklin, privateer, 324
Franklin, trader, 434
Friends, 308
George, 101
George Washington (for Baltimore), 434
George Washington (for Rhode Island and New York), 434
Georgia, 434
Gladiator, 447
Golden Lion (Robert Patterson, M'r.), 202, 249 (?)
Golden Lion (Richard Thompson, M'r.), 202*n.*, 222, 249(?), 272
Good Hope, 354
Grace (British flag), 301-2
Grace (U.S. flag), 434
Grampus, 249, 273
Grange, 354
Granville, 221
Hampton & Elizabeth, 53
Hannah (for Boston), 434
Hannah (for New Orleans), 434
Harriet, 437
Hawk, 382-3, 385, 413
Hazard, 271
Helena Maria Elizabeth, 211
Henrietta, 46
Henry, 354
Hercules, privateer, 315*n.*
Hercules, trader, 426
Hope, of Liverpool, 61
Hope (U.S. flag), 416
Hopewell, 390
Hornet, privateer, 300*n.*
Hornet, revenue cruiser, 253
Indian Queen, 2
Industry, esuarial trade, 361*n.*
Industry, Isle of Man trade, 414
Industry, Plantation trade, 214, 354
Isaac, 217
James, 312
Jane (for Africa), 316
Jane (for N. Carolina), 434
Jane (for Philadelphia), 434
Jane (for West Indies), 420
Janet, 416-17
Jenny and Polly, 273
John of Cork, 101-2
John of Shields, 374
John (U.S. flag), 434
John & Judy, 414
John & Phoebe, 61, 63
La Favory, 314
La Francois, 309
La Victoire (prize to the *Apollo*), 323
La Victoire (prize to the *Isaac*), 217*n.*
Lady Ballaten, 434
Lewis, 434
Lion, 327
Lion d'Or, 202*n.*
Listers, 315
Liverpool, 249
Liverpool Hero, 425, 427
Liverpool Merchant, 185
Lydia, 428
Mariner, 434
Marlborough, 300
Mary (of Liverpool), 361*n.*
Mary (U.S. flag), 434
Mary Ann, 165
Mary & Catherine, 134
Mentor, 361*n.*
Mercury, 300
Merrimac, 434
Mersey, 315
Milnthorpe, 110
Minerva (British privateer), 315
Minerva (U.S.A. flag), 433-4, 451
Mohawk, 434
Molly, 317
Moncaster, 78, 79*n.*, 83
Mount Vernon, 443
Mulberry, 1
Nancy (wrecked, 1771), 266
Nancy (lost to enemy 1782), 330
Nancy (sloop—seized 1790), 413
Nancy (fishing vessel—of Beaumaris—1791), 414
Nassau, 254
Navigation, 361*n.*
New Cunliffe, 194*n.*
Newberry Port, 434
Northern Liberties, 434
Ocean, 434
Orient, 434
Ossian, 434
Otter, 342
Patriarchen, 303
Pattys, 361*n.*
Peggy, 407
Perket, 434
Perseus, 385
Perseverance, 305
Phillipsburgh, 438, 442
Phoenix (c. 1711), 1
Phoenix (c. 1812), 444
Pigmy, xxi
Pilot, 376, 382-3, 385
Polly, 274, 361*n.*, 367

Vessels—*contd.*

- Powhattan*, 439, 442
Prideaux, 126
Prince Frederick (Danish flag), 211
Prince Frederick (Liverpool whaler), 249
Prince Frederick (Revenue cruiser), 79
Prince of Wales, 409
Prince William, 86, 113, 141
Princess, 433
Providence, 361*n.*, 414
Puffin, 107
Quaker, 380
Quebeck, 221
Rebecca, 101-2
Recovery, 434
Ritson, 372
River Elsworth, 434
Robert Foster, 194*n.*
Romp, 434
Romulus, 433-4
Rover, 434
Roxana, 434
Royal Cask, 361*n.*
Royal George, 79, 81
Royal Sovereign, 420
Royal William, 188, 190
Ruby, 312
Sacred Heart of Jesus, 315
Samuel & James, 134
Sarah, 163
Savage, 409
Sincerity, 201, 203, 206
Snapper, 329
Speculator, 447
Sterling, 434
Success (of Boston), 209
Success (smuggling sloop), 413
Susanna, 2
Swallow, 170
Tally, 281
Tartar, 300
Thomas, 361*n.*
Thomas Gibbons, 434
Thomas Hall, 308
Thomas & Mary, 414
Three Brothers, 300
Tontine, 445
True Briton, 274
Tyger, 170
Union, 397
Venus, 315
Victory (French prize—1757), 217
Victory (French privateer—1782), 330
Victory (fishing vessel—1791), 441
Vigilantia, 310
Vine, 268
Violet, 300*n.*
Viper, 431, 440
Virginia Merchant, 2
Volunteer, 349
Wasp, 310
William (of Belfast), 101
William (fishing vessel, ? of Liverpool), 414
William (of Wexford), 110
William (U.S. flag), 434
Young Foster, 194*n.*
Vintner's Company, 238*n.*

Wade, General George, 184
Waiters, * xviii, xix, 30, see also "Land-waiters" and "Tide-waiters"
Wales, 15, 188, 253, 276, 390, 393, 396, 414
Wallace, William, 221
Walley, Mr., 143
Wallis, Mr., 283
War, 5, 37
Wardleys, 174
Warren, Frederick, 405
Warren's Town, 320
Warrington, 15, 31-2, 90, 139, 143, 165, 187*n.*, 293, 361, 373
Watch-house, 29, 218, 326
Waterguard, 122, 352, 358*n.*, 365, see also "Tide-surveyors" and "Tide-waiters"
Watkins, John, 165
Watton, Henry, 341
Watton, Thomas, 341
Waydwall, 374
Weaver, river, 55
Weaver, Thomas, xix
Webster, John, 316
Weevil, 397
Weighing porter, 213, 344, 388
Welsh, John, 381
West Indies, 319, see also "Trade with—"
Westmorland, 26*n.*, 31, 115, 173
Whale fishery, xx, 202, 222*n.*, 380*n.*, 381
 Northern, xx, 202, 222, 224, 249, 272-3, 277, 305, 327
 Southern, xx, 380-1, 403
Wheatley, Jonathan, 273
"Whigs", 320
Whitaker & Co., 315*n.*
Whitehaven, 115*n.*, 172, 198, 201, 216, 222*n.*
Whitfield, William, 232
Whithorn, Isle of, 82
Whittle, Betty, 268
Whittle, John, 268
Wigton, 54
Wilding, Martha, 262
Wilkins, Augustine, xviii, xix
Wilkins, Henry, 329
Wilkinson, William, 422
Willan, T. S., 175*n.*
Williams, Foulke, 320, 347
Williams, Gomer, 202*n.*, 314*n.*, 315*n.*, 329*n.*

- Williams, Richard, 342
 Williams, Captain, 225
 Williams, Roger, 266
 Willimot, Robert, 53
 Wilson, John, 116
 Wilson (of Douglas), 376
 Wilson (of Liverpool), 241
 Winchester assize, ix
 Winchester bushel, 115*n*.
 Wine, xi, 118, 149, 160, 198
 Wine prisage, * xi, 149
 Winterton, 67
 Wogan, Charles, 27
 Wood, Catherine, 445
 Wood(s), Henry, 124-5, 127-8, 131
 Wood, J. M., xxii.
 Wood, William, 128
 Woodhouse, Captain, 374
 Woodruffe, John, 60
 Woodward, Augustine, 112
 Woodward, Thomas, 403
 Wool, 61, 165*n*., 292
 Wool Act, 165
 Woollen manufacture, 96, 139, 282, 421
 Woon, John, 117
 Woon, Stephen, 117
 Worthington, James, 397
 Wreck rights, 232, 234, 266, 268
 Wren, Sir Christopher, 352*n*.
 Wrexham, 245
 Writ of assistance, 258
 Wyndham, Sir Wm., 18
 Wyre, river, 162, 174
 Wyre legal * quays, 174
 Yarmouth, Gt., 53, 374
 Yates, William, 344, 349, 397
 Yates, Mr., 331
 Yawkins, Jack, xxi, 382-3, 385
 Yeo, John, 117
 York, 421
 York, river, Va., 296
 Young, John, 325, 328
 Young, William, 2
 Younger, James, 54

[illegible]

Returned

942.7206
C526r
3d ser.
v.6

FLARE

UNIVERSITY OF FLORIDA

3 1262 07829 984 8

FLARE



31262078299848